

AROUND *the* WORLD
WITH A CAMERA



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AROUND THE WORLD WITH A CAMERA



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BELGIUM

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Introduction

AROUND THE WORLD with a camera visiting every nation under the sun! Who would not like to make such a trip in safety and in ease? It is a journey but few of us could make during the Great War, when in every sea lurks the danger of mines and submarines, and when every country is thronged with spies, making the use of a camera forbidden except by official photographers.

The photographs which appear in "AROUND THE WORLD WITH A CAMERA" for these very reasons become one of the most notable collections of photographs ever produced in a single book. They are the gems and selected contributions from thousands of photographs taken by Leslie's staff photographers, including James H. Hare's pictures from the battlefronts in France and Italy, Donald Thompson's pictures from Russia and the Balkans, Lucien S. Kirtland's pictures on the Russian fronts, the famous flying pictures by Zinn, together with hundreds of pictures from other photographers, covering all battlefronts.

The American Army and Navy are given particular attention in a special section. These pictures are of decided interest and merit and were taken in camp and at sea by officers and men of the United States Army and Navy or by official photographers for the government. They show our Sailor Boys ready for action on battleships at sea, and our Soldier Boys in camp and trench learning to conquer the enemy.

With this volume before him, one can start on a tour covering the magnificent scenery in the western part of the United States and then experience the charm of the balmy clime which the winter tourist finds in Southern California, he will next pass through that land of marvelous riches, the Pacific coast, up to Alaska, the last stronghold of the hardy American pioneer.

Thence he will go across the Pacific and through the Orient, laughing through Japan and China with Homer Croy, seeing curious things about Chinese clothes and customs. He will come back to the battlefronts and to our own country with "Men Who Are Winning The War" in the great industrial activities of our own country speeded up to a momentum never dreamed of before.

Specially selected photographs display sports, current events, great disasters, and engineering feats throughout the United States of particular interest to our own people. Every family in America should have this wonderful book, for here is a never-ending source of interest, an unfailing spring of great educational value.

JOHN A. SLEICHER,
Editor "*Leslie's Weekly*"

25 May 1918
Library of Dr. and Mrs. S. M. Wolfe



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THE WORLD'S GREATEST WAR

"THE WORLD'S GREATEST WAR" HAS TERRIBLE SIGNIFICANCE. IT MEANS THE LARGEST ARMIES EVER ASSEMBLED, THE FIERCEST BATTLES EVER FOUGHT, THE MOST CRUEL ATROCITIES EVER COMMITTED AND THE MOST SPLENDID VALOR EVER SHOWN.

IT IS IMPOSSIBLE TO REALIZE THAT MILLIONS OF MEN ARE FIGHTING AGAINST EACH OTHER TO THE VERY DEATH. IT SEEMS INCREDIBLE THAT WAR SHOULD INVOLVE NEARLY ALL THE CIVILIZED NATIONS OF EUROPE, EXTENDING ACROSS THE SEAS TO JAPAN AND EVEN TOUCH CANADA IN THE WESTERN HEMISPHERE, AND THE UNITED STATES.

THE MOST RIGID CENSORSHIP WAS ESTABLISHED AGAINST NEWSPAPER PHOTOGRAPHERS AND CORRESPONDENTS; YET THEY WERE ABLE TO SECURE PHOTOGRAPHS, SKETCHES AND INFORMATION WHICH THE PUBLIC SO EAGERLY AWAITED.

EVERYONE IS INTERESTED IN THE CAUSES OF THE WAR, IN THE MARSHALLING OF THE CONTENDING FORCES AGAINST EACH OTHER, AND IN THE OPENING CHAPTERS OF A STRUGGLE THAT AT THIS WRITING BIDS FAIR TO CONTINUE FOR A MUCH LONGER PERIOD THAN WAS ANTICIPATED AT THE OUTBREAK OF HOSTILITIES. HENCE THE SPECIAL VALUE OF THIS LATEST SECTION IN OUR FAMOUS BOOK "AROUND THE WORLD WITH A CAMERA."

NOTHING IS SACRED IN WAR



FROM

**DONALD C.
THOMPSON**

**STAFF PHOTOGRAPHER
FOR LESLIE'S**

DEAD BEFORE THE ALTAR

A church in a little village within the French lines on the Verdun sector was used as a hospital and many wounded men were carried into it to be attended by the devoted Red Cross doctors who work within the zone of fire. While the building was crowded with suffering humanity shells began to fall near it and it was necessary to evacuate it with all possible speed. Some shells struck the church and killed several of the inmates. Two of these unfortunates were lying in front of a side altar when the bombardment was over. The statue in the niche and the candles before it were untouched in all the wrack of destruction.

Many stories are told of sacred images being preserved while their surroundings are destroyed. Perhaps the most authentic is that of the Golden Virgin of Albert. This figure surmounted the spire of the village church, and when the town was bombarded the church suffered severely. The statue was torn from its pedestal, but did not fall. Instead it hung in a horizontal position with arms outstretched over the village, in an attitude of protection. There it has remained for many months, making a deep impression on the romantic French people. A saying has become current that the statue will remain as it is until the German menace to France is ended.

Complaint has been made about the German bombardment of churches, but seemingly without justice. Towns in the fighting area are battered to pieces by artillery, and the churches share a common fate with other buildings. Being in many cases the largest and most conspicuous, they naturally suffer first. Where they have been deliberately singled out for bombardment there has been a suspicion that their towers were being used as observation posts. Many of the villages recently taken by the French and British are so completely destroyed that even the bricks and stones of the buildings are reduced to dust.

When France Goes Over the Top

Exclusive Photographs for LESLIE'S. Copyright Underwood & Underwood.



A Frenchman already decorated with the *croix de guerre* secured these pictures when a raiding party of picked men from the 134th Regiment of Infantry made a dash into a

German trench on the Champagne front. The men are seen going through their own wire entanglements just after they have climbed over the top into No Man's Land.



The attacking party is seen in the middle of No Man's Land, exposed to the German fire. The enemy's line was about 90 yards from the French trench and heavily protected by

barbed wire, but the French made the trip, killed several Germans and returned with four prisoners in less than four minutes. This is fast work.



The French soldiers are seen in the distance entering the German trench, having carried their *coup de main* through to the vital moment. In the foreground a wounded French soldier is making his way back to the French line. The attack was made with the aid of a barrage and the smoke of bursting shells is seen beyond the trench at the right. At the left members of the party are seen just before the attack was made. The soldier behind the post carries a bag filled with grenades, for in warfare of this type the hand grenade plays as important a part as the rifle and bayonet. At the right are members of the party with a German prisoner taken in the raid and hustled back to the French line. He is about to start, under escort, for the commandant's headquarters, where he will be questioned. Attacks such as this are seldom made before the artillery preparation has battered the enemy's trenches into shapeless hollows and so overwhelmed the nervous systems of those surviving in them that resistance is slight, for unless this is done the machine gun and rifle fire of the defenders would sweep the attacking party away with scant loss to those in the trench.



Flying for France

Exclusive Photographs from FREDERIC W. ZINN



The presentation of the Legion of Honor is a bit of ceremony handed down from Napoleon's time. It is the sole touch of sentiment that has withstood the ravages of modern war. The officer who awards the decorations, usually a general (but not in this case), first reads out loud the man's citation, pins on this decoration, touches him on each shoulder with a saber, and finishes with a stage kiss. Although military medals are awarded for bravery, the highest decoration in the gift of France is the Cross of the Legion of Honor, the only existing order in the French Republic. In peace times the Legion of Honor has been given for conspicuous accomplishments in civil life, and has been conferred on foreigners and in some cases upon women.



A "close up" of a fatal accident. This was due to a motor stopping before the machine was well clear of the ground. The fall was of barely a hundred feet but the destruction was complete. The observer was killed and the pilot badly injured. If this stoppage had occurred at a

thousand or at ten thousand feet the pilot would have been able to glide down and land without the slightest inconvenience, but, as it was, the fall was so short he had no time to "straighten out" for a landing. Flying low is infinitely more dangerous than flying high.

This was the outcome of a combat described by Mr. Zinn at some length in his article in the November 10 issue of *LESIE'S*. The two boys in the middle (one of them has since been badly wounded) drove a German plane to earth behind the French lines. Each was driving a Spad monoplane. On either side of them (bare-headed) are the Germans they forced down, the pilot, with the bandaged foot, at the right, and the German observer at the left. The other three are mechanics. The German machine is an Albatross used for photographic reconnaissances. Next to the seats of pilot and observer were boxes of matches with which to burn the machine in case of emergency, but apparently neither tried to use them. Some German machines carry petards with which the pilot may destroy the machine, in case he falls in enemy territory. The pilots dislike to carry them because if hit by a bullet or piece of shell they are liable to explode, destroying machine and crew.

THE BIG DRIVE IN FRANCE

FROM DONALD C. THOMPSON

STAFF PHOTOGRAPHER FOR LESLIE'S



START OF THE RUSH

At a given signal the French "Poilus" leap from their trenches and start on a double for the German position marked for capture. They must pass through a hail of bullets and they move as rapidly as possible. When a first attack fails, a second, and if necessary a third and fourth, are launched.

PRISONERS COMING IN

The terrific bombardments that always precede infantry attacks frequently cut off detachments of the enemy from their supports. They can only surrender or wait to be killed. No blame can attach to them for choosing the former alternative. The photo shows Germans running toward the French lines.



LEAVING THE TRENCHES

The beginning of an attack, pictured on the Somme front.



FEEDING THE GUNS

A shell being swung off a car by means of a crane. Where possible shells are handled by hand, as there is less danger of explosion.

FRANCE'S BIGGEST GUNS

When the war began France had no portable artillery of a larger caliber than 155 millimeters (about six inches) but now 40-centimeter guns are numerous.

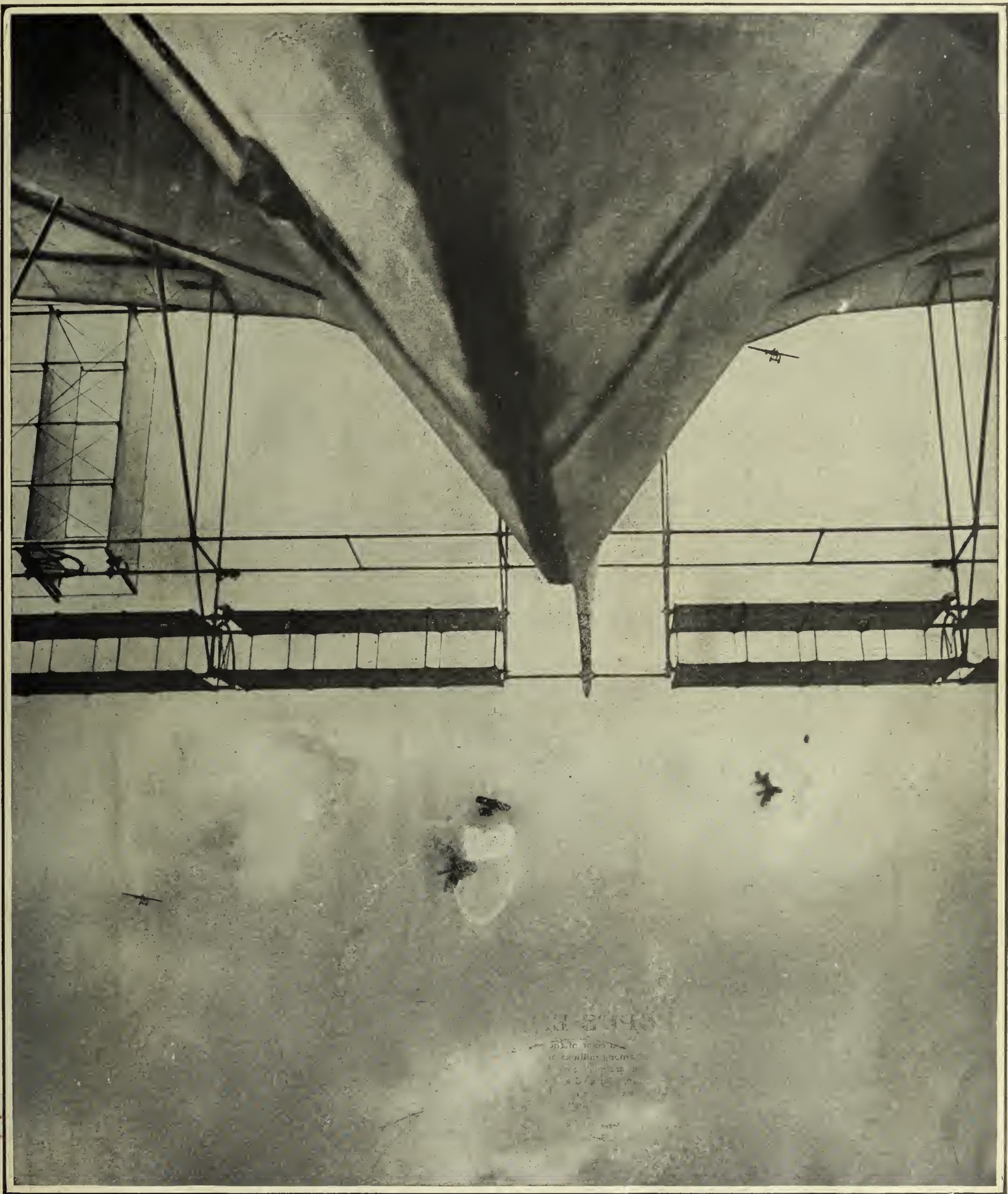


OUT OF THE TRENCHES FOR GOOD
German prisoners in a camp behind the French lines.



RESTING UNDER FIRE
A French battalion, nearing the front, lies down during a halt.

PHOTOGRAPHED FROM A ZEPPELIN



BATTLE IN THE AIR DURING A GERMAN RAID ON ENGLAND

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This photograph—one of the most remarkable of the war—was made from the bridge of a zeppelin, looking toward the stern. The triangular body at the top of the picture is the keel of the gas envelope and the box-like arrangements are rudders. Note that three aeroplanes are shown, one immediately under the gas bag and the other two considerably below the zeppelin. The two white puffs are exploding bombs, dropped from other aeroplanes soaring

above the zeppelin at the moment the picture was taken. The zeppelin was raiding England and all the aeroplanes were hostile, but were not able to damage the huge airship, which had a speed greater than that of its pursuers. The bombs in the picture have dropped well astern of the zeppelin, indicating that she was at that moment outdistancing her pursuers. Germany is reported to be constructing many new zeppelins, with which she intends to severely harass England.



EUROPE'S EMBLEMS OF VALOR

A reproduction in actual size and color of the leading war medals of the principal warring countries of Europe. None are lightly earned and among millions of intelligent men now in the ranks of the various nations of Europe these bits of metal and ribbon are more coveted than wealth. The emblems vary all the way from the elaborate Serbian order of St. George in solid gold and enamel to the German Iron Cross, which has an intrinsic value of only a few cents, but which is none the less coveted. Their sentimental value makes these decorations so highly desired. The decorations reproduced are:

Photographed from originals

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No. 1—*Star of St. George (Karageorg)*. Founded in 1834 by King Peter I of Serbia. It is conferred (with swords) in war time for specially meritorious service in the Serbian army. It is made of gold and enamel.

No. 2—*Military Order of St. George*. Founded December 7th, 1769, by Queen Catherine II of Russia. There are five classes, the first and second being conferred only on generals. Our illustration is of the third class. It is given for distinguished service or conspicuous bravery. Made of gold and enamel.

No. 3—*Order of the Crown of Italy*. Founded February 20th, 1858, by King Victor Emanuel II of Italy. It is of five classes and may be awarded for any distinguished service to the nation in war or peace. It is, therefore, possible for it to be conferred upon a foreigner. Made of gold and enamel.

No. 4—*Croix de Guerre of France*. Established April 8th, 1915. There are four classes, the first being shown. The first class is given for mention in regimental orders, and for each subsequent citation a star (as shown in the illustration) or a wreath (for the aviation service) is added. Made of bronze.

No. 5—*Victoria Cross of Great Britain*. Founded January 29th, 1856. It is conferred for military or naval service of unique value or for personal bravery of an unusual degree. It carries with it an implied right to a pension, and by British law may never be taken away from the recipient under any conditions whatever. There is but one class, but the naval decoration has a blue ribbon instead of the purple one of the army medal shown in the illustration. Made of bronze from guns captured in the Crimean war.

No. 6—*Iron Cross of Germany*. Founded March 10th, 1813, by Friedrich Wilhelm of Prussia. There are three classes, the illustration showing the second class. It is awarded for military service only, and particularly for conspicuous bravery. It is made of iron and is the most coveted of German decorations.

No. 7—*Croix of Guerre of Belgium*. Instituted in 1915 by King Albert, it is given for meritorious service in the present war. Made of bronze.

The illustrations are from originals from the private collection of Captain Donald C. Thompson, with the exception of the Victoria Cross and the Iron Cross, which are from the collection of the American Numismatic Society of New York City.

ARMY LIFE AS THE "POILUS" KNOW IT

PHOTOS FROM ODIAUX



RESTING IN A RUINED VILLAGE

While the French soldiers—"poilus" the French people affectionately call them—rest, they clean their rifles. The rifle must be kept spotless no matter how much it is exposed to the weather and the mud. Consequently the soldier hates it, seeing in it only an additional burden on the march and a constant source of work. But when the real business of war begins, and hostile forces come into contact the rifle becomes the soldier's best friend. Then it is that he realizes how necessary was the care he gave his gun. The French rifle is provided with a long, triangular bayonet which is a most effective weapon.

A HALT FOR FOOD

Party of French soldiers having lunch by the way. The screen of brush to the left of the picture has been erected to conceal a field-piece, or something equally important, from the enemy aviators.



THE BOOTY OF WAR CAREFULLY PRESERVED

A view from the Verdun sector, where the French have taken a German trench and are gathering the spoils, a vast number of articles of dress and equipment. Everything picked up on the battle-

field is held by French law to be the Republic's property, and soldiers must turn in all spoils to the proper officers. Even fragments of brass and copper from shells are sent to munitions factories.

ITALY'S ALPINE BATTLEFIELDS

FROM DONALD C. THOMPSON
STAFF WAR PHOTOGRAPHER
FOR LESLIE'S



MAN AND NATURE SHELTER THE SOLDIER

The mountain fastnesses offer an excellent protection from attack as they provide positions of advantage for rifle fire. To the natural fortifications, however, must be added the man-made protections which walls of sandbags give. Mountain warfare is particularly difficult because of the inconvenience in bringing ammunition and supplies to the desired position. Much of the necessary handling of munitions has had to be done by means of ropes lowered over the sides of cliffs.



LIKE ANTS THEY SWARM OVER THE HILLSIDE

The uniforms of all the armies of Europe have been selected with a view to furnishing the soldiers the greatest possible concealment. The neutral khaki is very hard to distinguish from the color of the earth. At a distance, or from the height of an aeroplane, these Italian infantry men could not be distinguished from the hillside.

BIG GUN FIRE IN FRANCE

OFFICIAL PHOTOGRAPHS FROM

JAMES H. HARE

STAFF PHOTOGRAPHER

THE POST OF HONOR
In war the most dangerous post is the most honorable, and the observers who direct artillery fire from kite balloons are in constant peril. The photograph shows a balloon beginning its ascent back of the British lines on the Western front.



WITH THE COMPLIMENTS OF FRANCE

One of the great new French guns that have done so much to give the Allies the advantage in artillery fire on the Western front. It is reported that both the British and French have thousands of pieces of artillery stored in France for the real drive against the enemy to start some time in the future. Rumor has it that the British have an 18-inch mobile gun. Note in the photograph how the soldiers cover their ears as the gun is fired.

THE LIVING WALL OF FRANCE

OFFICIAL PHOTOGRAPHS FROM JAMES H. HARE, STAFF WAR PHOTOGRAPHER FOR LESLIE'S



FOR THE CURTAIN OF FIRE

A stock of shells accumulated at a railroad on the Somme front. From stations such as this the shells go forward by motor or even wagon transport. France now has all the munitions her armies can use and the production is being increased.



WAR'S WORK

This pile of ruins was once the stately chateau of M. de Kergelay. It was within the German lines along the Somme and was battered to pieces by French artillery and afterwards captured. It is typical of thousands of homes in the war zone.



FRANCE IS PROUD OF HER DARING AIRMEN

The French aviators are generally admitted to be the most brilliant of all air-men. Thousands of young men are being trained for war service. At first many students were killed in accidents, but fatalities of this kind are now rare.

The photograph shows a Nieuport plane about to alight on an aviator field on the Somme front. Aircraft frequently operate in squadrons. Sometimes an aerial battle will be participated in by as many as 30 or 40 machines.

BRITISH IN BIGGEST BATTLE

OFFICIAL PHOTOGRAPHS FROM JAMES H. HARE, STAFF WAR PHOTOGRAPHER FOR LESLIE'S



DRAGGING MIGHTY GUNS TO THE BATTLEFIELD

The Battle of the Somme, which started July 1st and is still proceeding methodically with steady gains for the British and French forces, has probably surpassed in number of men engaged and in casualties the Battle of Verdun, and is therefore entitled to be called the world's biggest battle. The Allies' success has been due, largely, to powerful artillery. Many big guns are hauled by American tractors as shown in the photograph.



SAFETY BEHIND THE FIRING-LINE

Corrugated iron is now being used to roof dugouts near the front along the Somme. The iron is covered deeply with earth as a protection against shells. This particular dugout has a fireplace and chimney. The British lines in the Somme move forward slowly and the men now in the first lines are occupying trenches and dugouts built by the Germans. The captured territory is so devastated by shell fire that nothing living remains. Within a few weeks after the fighting moves on, however, grass and other small vegetation springs up, and next year the peasants will be struggling to cultivate the land that was plowed by artillery.

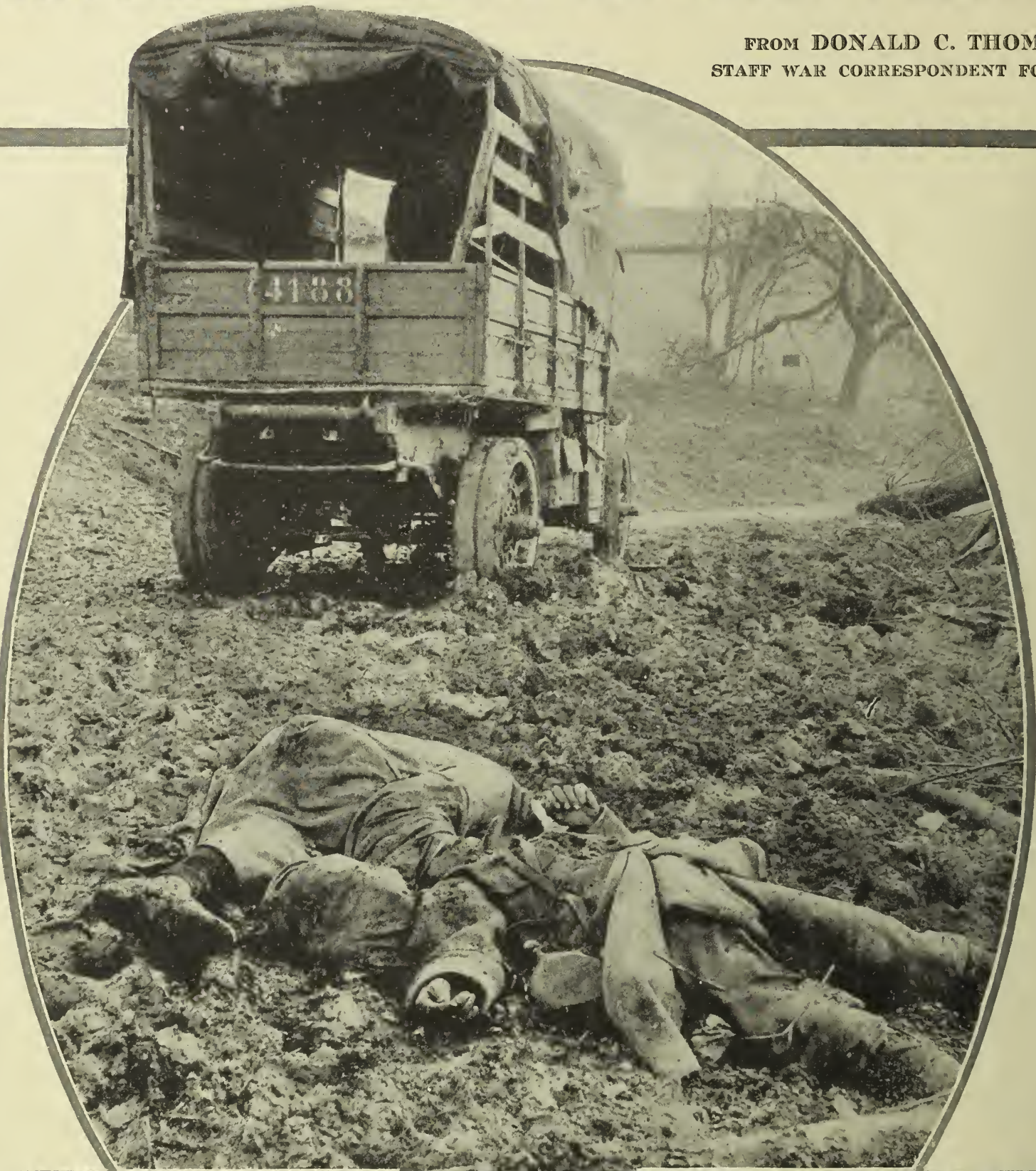


HANDS UP. GERMANS FOLLOW THEIR CAPTORS

German prisoners escorted through captured trenches at Thiepval. Until prisoners are taken out of the fire zone and searched they are made to hold their hands above their heads. The fifth man in line wears one of the new German steel casques, higher in the crown and having less brim than the British model.

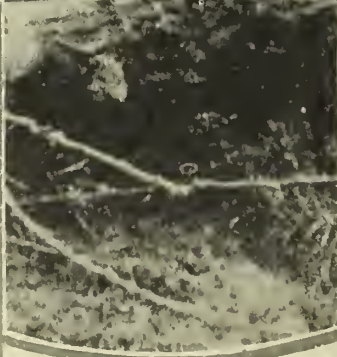
WHEN SHELLFIRE PLOWED VERDUN

FROM DONALD C. THOMPSON
STAFF WAR CORRESPONDENT FOR LESLIE'S



WAR FOR SOLDIERS; SAFETY FOR CIVILIANS

When the Germans had gained a position within about six miles of Verdun and the bombardment was at its fiercest the order was given for all civilians to leave the city for safer regions. The French soldiers aided the refugees in the work of gathering their necessary baggage and preparing for the journey.



LEFT BY THE ROAD

Verdun was a fortified city of the first class. From the fall of Liege the French learned to replace old concrete and steel fortifications with earthworks and trenches. The constant rain of shellfire and the bombs from hostile aircraft have razed the buildings and furrowed the earth. The force of a shell falling near them killed these drivers of a French motor truck.



A SACRIFICE TO THE GOD OF WAR

For some, the order to evacuate the city did not come soon enough. Each day and night the heavy shells of the enemy and the powerful bombs from the skies took their toll of lives and homes. From this pile of wreckage a soldier is carrying a little girl. The body of her mother has just been carried out.

WHERE BRITON AND TEUTON MEET

OFFICIAL PHOTOGRAPHS FROM JAMES H. HARE, STAFF WAR PHOTOGRAPHER FOR LESLIE'S

BRINGING BACK CAPTURED GUNS

British soldiers hauling a German field piece by hand, from a captured position. This picture was taken in High Wood, France, the scene of a bloody struggle in which the Germans were ejected from their trenches. Not many German guns are captured, as they are usually removed when an enemy advance threatens them. Sometimes, however, field guns cannot be withdrawn and become spoils of the victors, as in this case.

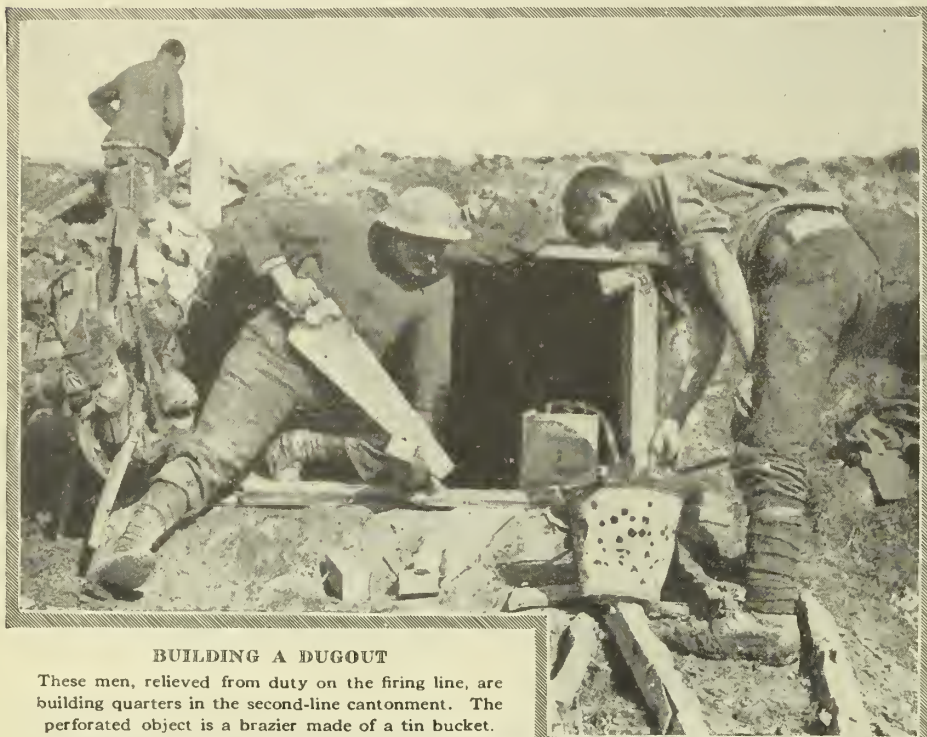


A MINE CRATER 50 FEET DEEP

The British exploded a mammoth mine under a German position in High Wood. The crater was more than 50 feet deep as is shown by a comparison with the Highlanders in the foreground. Mines are extensively used by both sides. After one is exploded a fight ensues for the possession of the crater.

JUST FROM THE TRENCHES

OFFICIAL PHOTOGRAPHS FROM
JAMES H. HARE
STAFF WAR PHOTOGRAPHER FOR LESLIE'S



BUILDING A DUGOUT

These men, relieved from duty on the firing line, are building quarters in the second-line cantonment. The perforated object is a brazier made of a tin bucket.



THE RIFLE COMES FIRST

Tommy Atkins, just out of the first line, cleans his rifle before shaving off his week's growth of beard. Like most of his comrades he smokes a cigarette while at work. Note that many of the men in these pictures are smoking.



"QUARTERED IN A FARMHOUSE"

That is the title the British War Office required to be put on this picture. Maybe it was an attempt at a British joke. Anyway, the farmhouse is a thing of the past, having been blown out of existence by artillery. Against a fragment of one

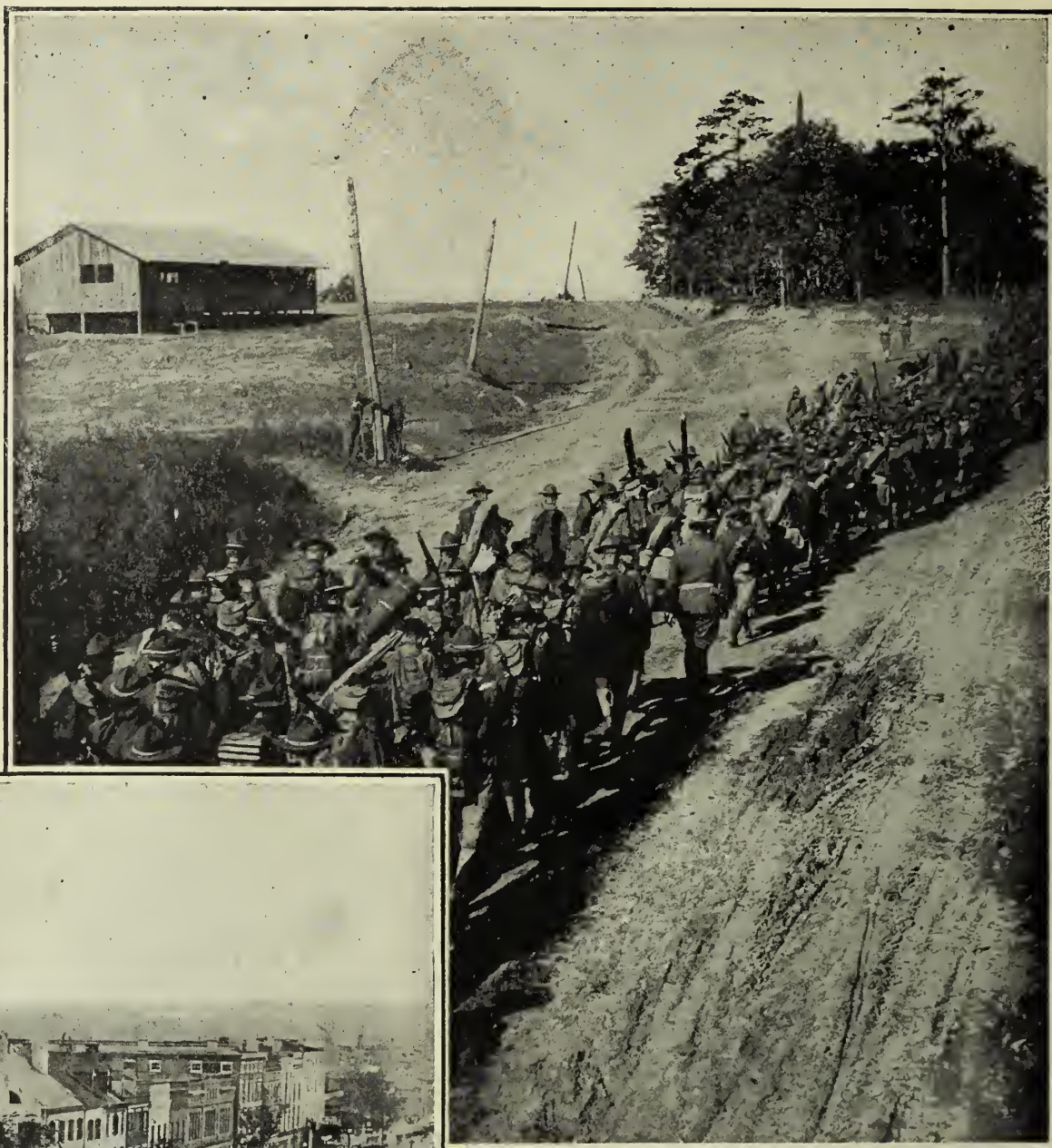
of the walls some British soldiers have built a shack of corrugated iron. It is their only shelter while they are on the second line. The reserve troops are usually billeted in some town where they can sleep in houses, or at least in stables.



-CLYDE FOREYTHE-

Hit's Not the 'eavy
Marching as 'urts
the Sammies' Feet—
Hits the 'ammer,
'ammer, 'ammer on
the 'ard 'ighwy

Photographs by JAMES H. HARE
Staff War Photographer



It is not the serried battalion fronts of a parade that reverberate war as the hob-nailed heels of regiments heat upon the pavement—it is the uneven columns of fours, stomping along the roads as brigade after brigade eventually must go to the fighting front, in the manner of these boys of the Sixth Division now training at Camp Wadsworth.



Nearly every Southern camp and cantonment is a living epitome of the perfect union of the Blue and the Gray—perhaps the white blood of Galatea entered the marble veins of the veteran atop Augusta's Confederate Monument so that he might salute the Keystone columns of the Seventh Division, marching in from Camp Hancock.



The famous hollow square of the jackies is taught at the Charleston and all other Naval Training Stations. Its greatest utility is in guarding street corners during riots. A few of these units would be a help in Petrograd, these Bolsheviki days.

ALONG THE SOMME

OFFICIAL PICTURES FROM JAMES H. HARE,
STAFF WAR PHOTOGRAPHER FOR LESLIE'S



THEIR WORK IS DONE

Discharged shell cases somewhere near the Somme battlefield, piled up preparatory to being sent back to England, where they will be reloaded. This is only one of the many mountains of empties that accumulate at railroad points.



THANKFUL FOR A LIFT

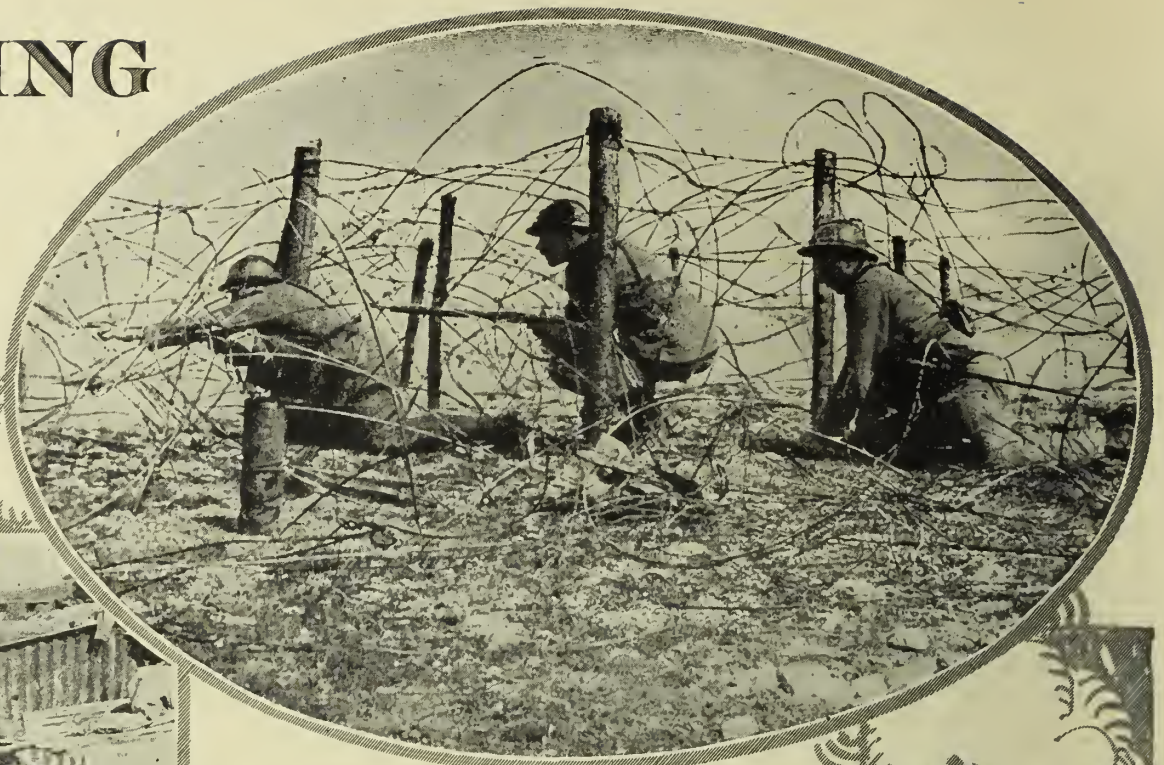
To the left is a motor car that went to war but found a stream that it could not negotiate under its own power. Six horses brought it across very nicely. Horses are used for transport work where the ground is too rough for motors.



IN A BAD FIX

This locomotive got into such difficulties that it took a whole company of soldiers to get it out. Such work usually falls to the Royal Engineers, but the British "new" army is made up of men of every occupation, and any company can carry on any kind of work.

ON THE FIRING LINE IN FRANCE



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WORKING THROUGH BARBED WIRE

The most formidable factor in defensive trench warfare is the barbed wire barricade with which every foot of fortified line is protected. The photograph shows French scouts advancing through an enemy entanglement, the man in advance cutting his way through with nippers. This is a difficult job at best, but when it is done under a rain of bullets nothing worse can be imagined. To the left is a photograph of British soldiers on the Somme front, lined up for roll call before being sent into the first line as a storming party.



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MACHINE-GUNS SPOUT DEATH FROM RUINED CHURCH

All that is left of the village church at Mancourt, on the Somme. The ruins were used as a machine-gun emplacement by the French after they took the position, and the photograph shows French soldiers repulsing a German counter attack. Through the window two fallen Germans are seen.

It is said that a machine-gun and crew is equal to a platoon of riflemen in holding a position. Much of the superiority of the Germans at the beginning of the war was due to their better equipment of machine-guns, an advantage that they are working hard to maintain.

TOMMY CALLS THIS RESTING

OFFICIAL PHOTOGRAPHS FROM

JAMES H. HARE

STAFF WAR PHOTOGRAPHER FOR LESLIE'S



REPAIRING A BREAK IN COMMUNICATIONS

British soldiers in France after a turn in the trenches are sent off for a "rest." The pictures on this page show some of their ways of "resting."



LITTLE REST FOR THESE

The transport service is the hardest worked branch of the army with the possible exception of the Royal Engineers. These men are taking cups of hot soup while their horses have a breathing spell. Note the white fur jackets worn by the men over their uniforms.



THE HOUSE THAT TOMMY BUILT

Tommy Atkins gets a real rest after he has built himself a shack like this one, the materials being corrugated metal and some odds and ends of boards. Of course many soldiers are comfortably billeted in houses when in reserve, but even shacks like this seem luxurious after a week of duty in the muddy trenches.



DOBBIN REQUIRES AN UNBELIEVABLE AMOUNT OF ATTENTION

When a cavalry man or a man in the horse transport service has nothing else to do he can minister to the comfort of his steed. A horse needs lots of care, and the British army horses are given every

possible attention. This hastily constructed stable is a bit sketchy but conditions at the time and place permitted of nothing better. Many American horses are at the front with the Allies.

WONDERFUL PHOTOGRAPH



OF WAR'S GREATEST BATTLE



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RUSHING THE GERMAN TRENCHES

This remarkable photograph was made by an aviator of the French army from a height of 500 feet above the battlefield. It shows one of the forward movements of French troops at the Somme, which is now admitted to be the biggest and bloodiest of all the battles of the Great War. Here, for the first time, we have a photograph that shows on a comprehensive scale the actual forward movement of an attacking party.

The foreground of the picture shows the French forces which have advanced through "No Man's Land" between the permanent first line positions and have made shallow shelter trenches for themselves, principally by connecting shell holes by ditches. At the moment the photograph was taken the French troops had emerged from their shelter for the final rush on the German position, which is indicated by white lines in the extreme background. A little to the left of the center of the picture and almost at the top of the page is a file of four soldiers. These are Germans who are retiring. It will be noted that the French line is thin and the men in irregular formation. This is the so-called "open attack." Machine guns and repeating rifles have made attacks in mass an impossibility in modern war.

Every infantry charge is prefaced by a terrific artillery fire. In this case the small trees near the center of the picture have been cut down to mere stumps by shells and the whole surface of the earth is pitted with craters. Airplanes hover over the battle field and direct the fire of the artillery by wireless, and sometimes even swoop down and pour machine gun fire into the enemy trenches.

WAR IN CARPATHIAN SNOWS



DEEP IN THE DRIFTS

These photographs show Austro-Hungarian troops in the heights of the Carpathian mountains where heavy fighting has been in progress for more than a year, the Russians attempting to force their way through the many passes with varying success. Winter begins in early October in the higher altitudes, and the snow is 15 feet deep in places. Snow shoes or skis are frequently used by the troops. The hardy lives they lead are indicated by the photograph at the lower right, which the German photographer entitled "Morning Wash in Winter." Troops holding these positions are sheltered in trench dugouts when on the first line and billeted in villages when in reserve. They do not live in tents, as do our soldiers when on campaign service.



WARRING WITH MAN AND NATURE

FROM DONALD C. THOMPSON, STAFF WAR PHOTOGRAPHER FOR LESLIE'S



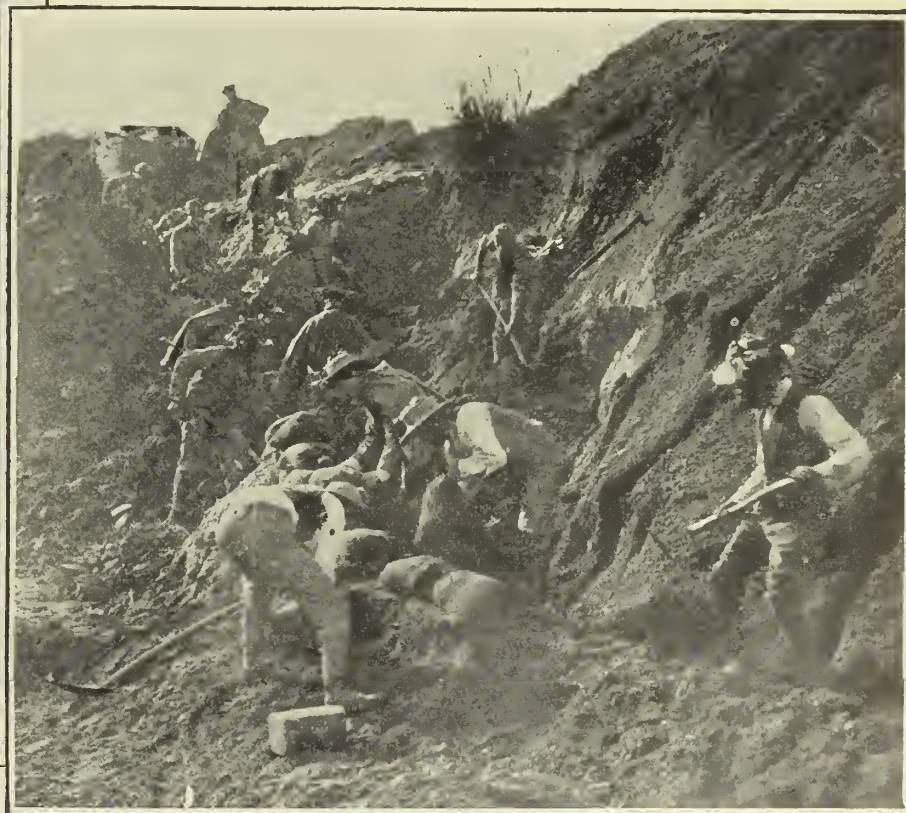
AN AUSTRIAN SHELL'S DEADLY WORK

This high explosive shell landed in the Italian barbed wire entanglements in front of a mountain-side trench. Earth and shattered rock were thrown great distances, and several human victims may be seen in the foreground. It is truly said that in the Alps campaign the aggressors fight against both man and nature, so tremendous are the topographical difficulties.



HANDLING WOUNDED UNDER DIFFICULTIES

Stretchers are often lowered down the sides of cliffs a hundred or more feet high. Soldiers wounded in the more remote parts of Italy's mountain line are frequently several days in reaching a railroad. In some places they are transported across impassable ravines in aerial cars suspended from cables.



TRENCH MAKING HERE IS HARD WORK

This photograph is from a mountain side on the Trieste front and shows a party of soldiers digging themselves in after taking a position from the Austrians. The ground is so rocky that entrenching is a labor of almost incredible hardship.



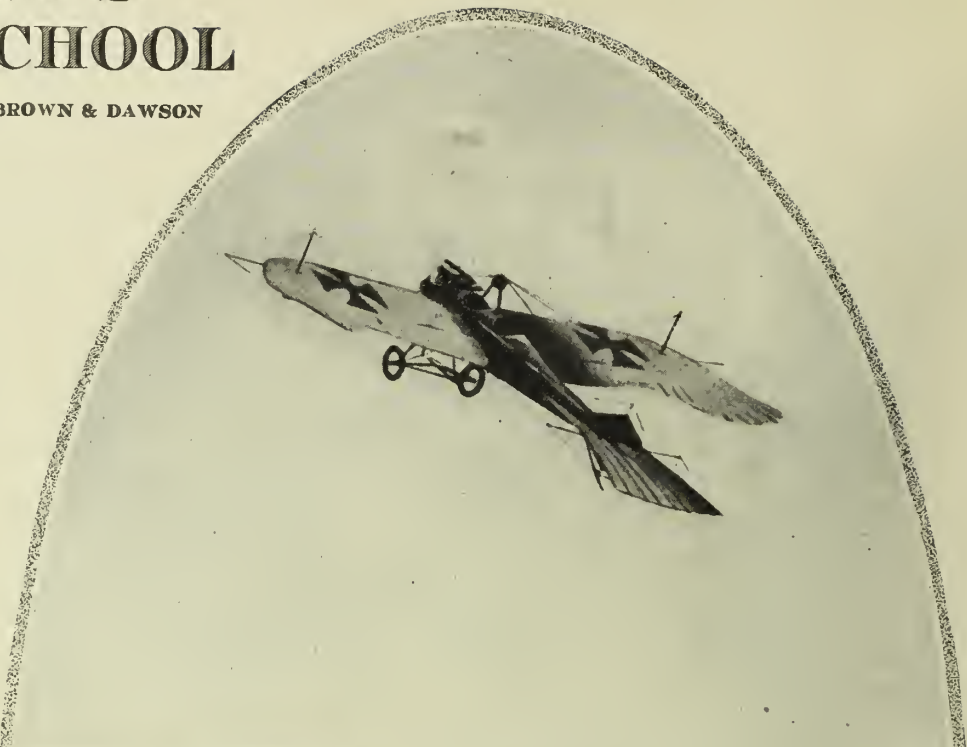
GERMANY'S FLYING SCHOOL

PHOTOGRAPHS COPYRIGHT BY BROWN & DAWSON



HERE IS THE ORIGINAL AIR-DOG

The students at the great aviation school at Lübeck, Germany, made a pet of an English bulldog and taught him to go up in aeroplanes as a passenger. He was fitted with a knitted jacket to keep him warm.



A TAUBE ON THE WING

Germany has many designs of heavier-than-air flying machines, but the Taube (dove) is the favorite. At the Lübeck school hundreds of young soldiers were trained in aviation both for the army and the navy. All German aeroplanes are marked by the maltese cross, as shown in this photograph.

PREPARING FOR A FLIGHT

This biplane is a school machine, but closely approximates the type used at the front. When these photographs were made the photographer was especially cautioned not to mention the location of the school, but the censor forgot that the name of the city appeared prominently on some of the hangars. These are said to be the only photographs of this school which have been permitted to go out of Germany.



VOLUNTEERS FROM THE BEST FAMILIES OF GERMANY

All German aviators are volunteers, and despite the fact that the air service is the most perilous of all, the youth of the best families are eager to get into it. When a young man approaches the age at which he would be drawn into the army he bends every effort to get assigned to the aviation branch. The training is rigorous,

and no man is sent to the fighting line until he has passed exhaustive tests in handling various styles of machines. Captain Boelke, who was killed in an air duel, was the hero of the German aviation corps, having destroyed about 40 Allied machines on the Western front before being sent crashing to earth by a young British aviator

Hard Work for the National Guard

Exclusive Pictures by JAMES H. HARE, Staff War Photographer



FIRST-AID INSTRUCTION

While much of the demonstration work in first aid is done on perfectly healthy and unscratched "subjects," the average concentration camp produces many minor injury cases that give surgeons full opportunity to demonstrate what to do and how to do it. This and other pictures on this page were taken at Camp Sevier, made up of Guardsmen from Tennessee and the Carolinas.



ENGINEERS BUILDING A SNAKE ROAD

The devastating effect of shell fire in modern warfare has thrown greater responsibility on the Engineers' Corps than ever before and officers and men are among the hardest-worked soldiers in an army. The company above is throwing a bridge across a stream to allow the artillery and baggage train to cross. This is not a light, temporary bridge but a well-timbered structure built to stand the wear which a military road receives.



STRAIGHTENING A MOUNTAIN ROAD

Here the Engineering Corps is cutting off an unnecessary detour. The shortest distance between two points being a straight line, the army engineer endeavors to stick to this law as far as is possible.



BRYANIZED HOWITZERS

In the dim past one William J. Bryan said that if war came a million men would spring to arms overnight, so why worry? America didn't worry. The war came, and a million men sprang to arms. Here is one of the "overnight" howitzers, one of the arms to which they sprang. Our soldiers have an unlimited number of these guns. They are fairly simple to manufacture and operate.



LEARNING THE WAY TO USE A GUN BUTT

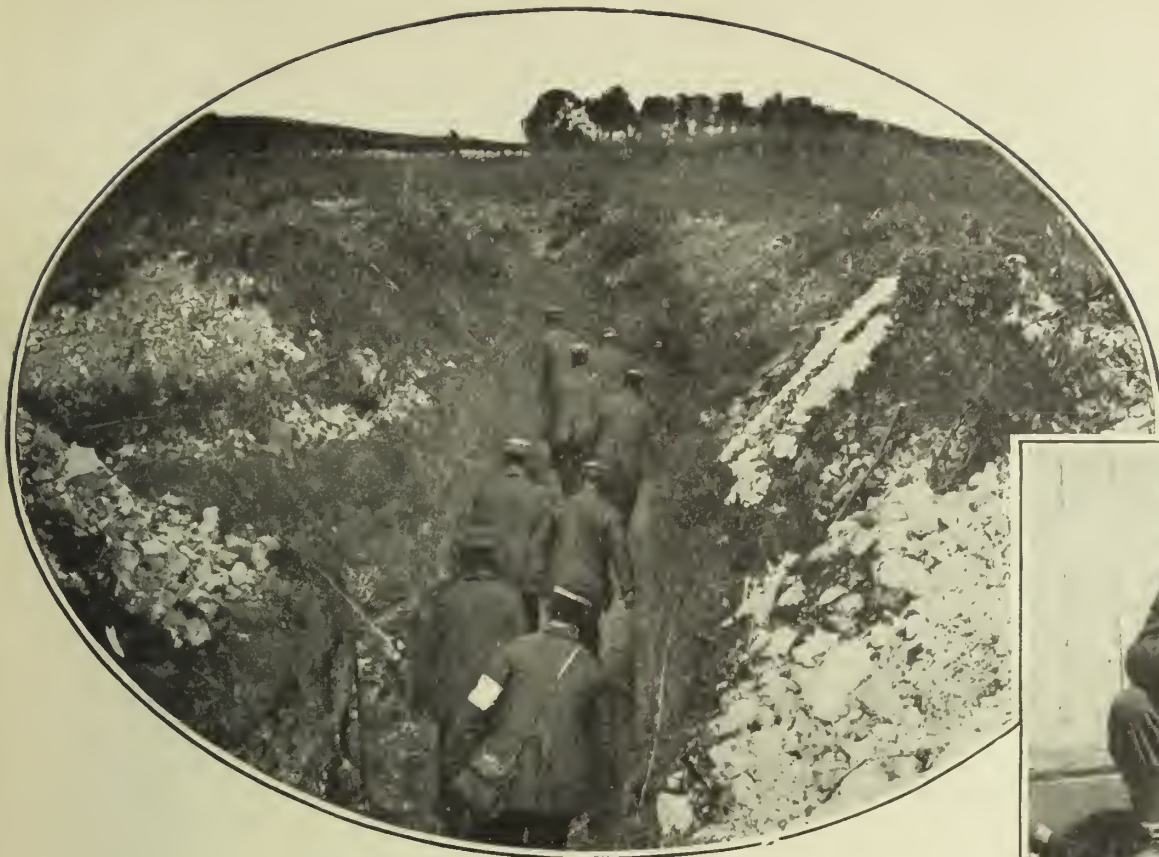
The modern infantryman handles his rifle with the ease of a drum-major on parade. Time was when the butt was used as a clumsy club and the bayonet was only a knife on a stick, but the clever drill-master has worked out an intricate manual that gives the trained soldier many ways of fencing with his weapon.



PRISONERS

BY F. W. ZINN

PICTURES AND CAPTIONS ARE FROM A SOLDIER WHO WAS AT THE FRENCH FRONT FROM 1914 UNTIL HE WAS PROMOTED TO BE AN AVIATION STUDENT



THROUGH THE COMMUNICATION TRENCH

As soon as a batch of prisoners are taken they are rushed across the open space and, with a wounded or Red Cross man to guide them, they are turned loose in the communication trench that leads to the rear. They need no guards to hurry them along, for once men have thrown down their arms all courage seems to leave them. Self-preservation is their only instinct. All that they want is to get back out of range of their own guns. They never even think of trying to escape.



CAPTURED IN THE BATTLE OF THE MARNE

Their health has not suffered in the 20 months they have spent in France. They have been housed in good, clean barracks and have been well fed. They get the regular peace-time army ration of meat, bread, soup, and vegetables. While, from the American standpoint, it may seem to lack variety, it is sufficient in regard to quality and quantity—being the same that all European troops are accustomed to during their military service. The French government supplies its prisoners of war with tobacco, and gives them the regular army pay so they are able to buy most of the standard luxuries from their camp canteen.



QUESTIONING PRISONERS

In other wars the prisoners taken were always considered important sources of information but now, due to the reconnaissances of the aviators and to the work of well-organized secret agents, the prisoners can seldom tell anything that is not already known. The intelligence officer who does the questioning does not, as a rule, waste his time trying to get unusual information out of a prisoner; he asks only a few simple questions about the man's regiment—where he came from, what he has been doing, and so on. By itself the information from an individual has no value, but by piecing together all that is obtained from a few hundred prisoners the General Staff can make certain uses of it.



BRINGING IN THEIR WOUNDED

German prisoners, under the escort of a French Red Cross man, taking one of their comrades to the hospital. They often also pick up and bring back our wounded. Their reason is probably because they are afraid that they may be mistaken for an attacking force and they want to show their good faith. In the case of the Bavarians and Saxons it may be partly a humanitarian instinct that prompts them.

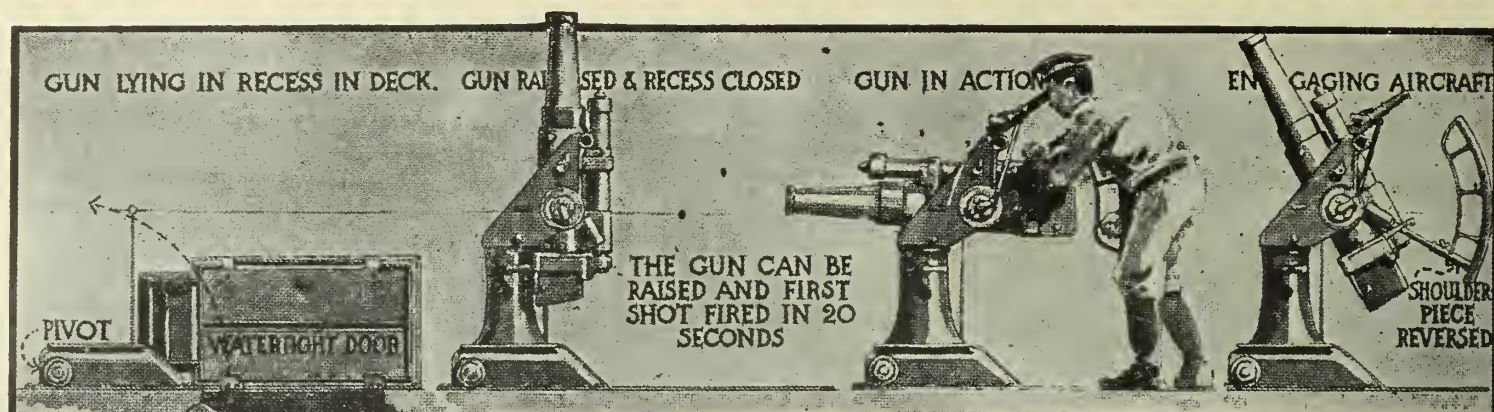


EN ROUTE FOR THE INTERIOR

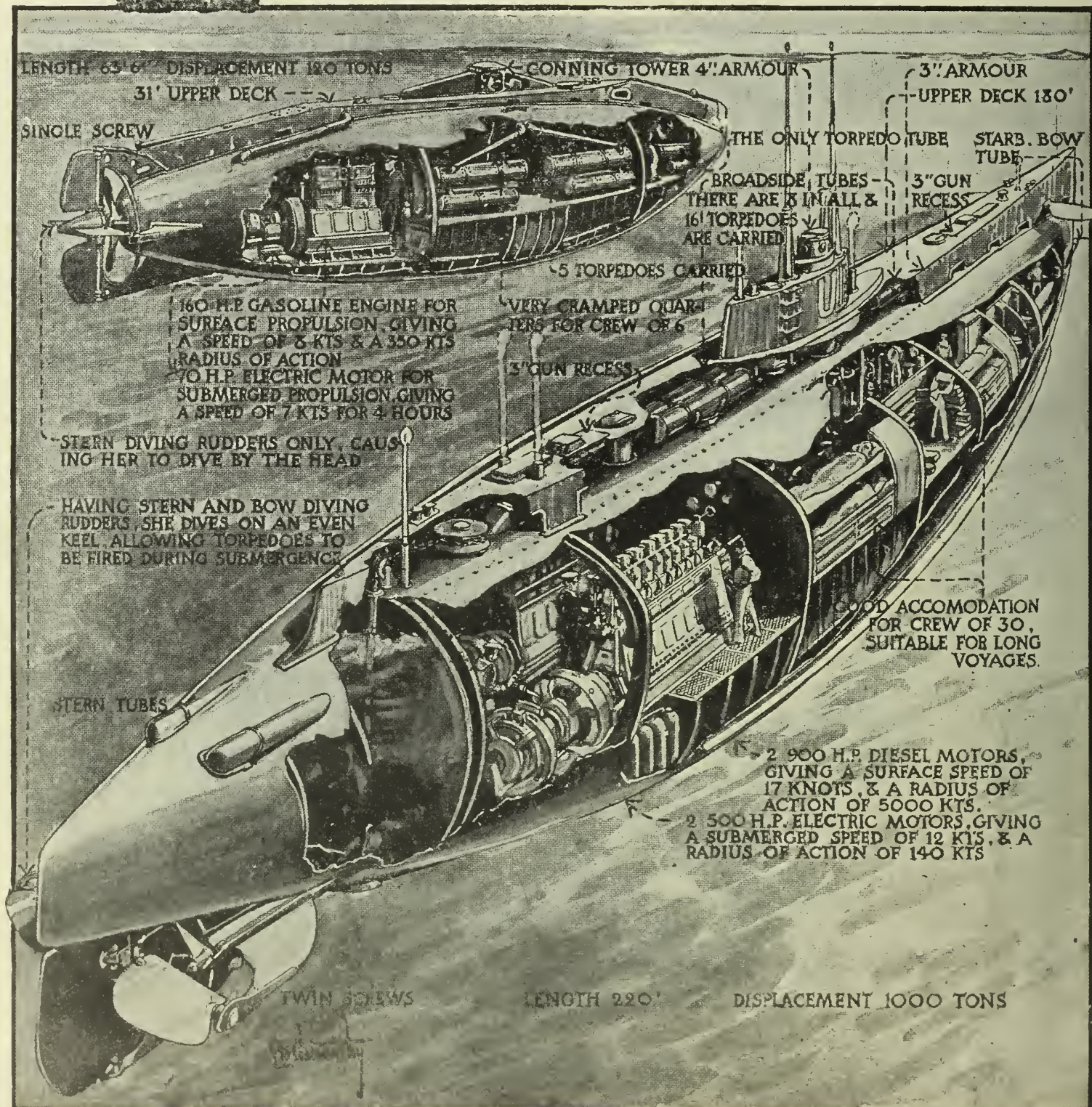
Once back out of range of the guns the prisoners are collected by the old Territorials and are given food and water and an opportunity to rest. The chances are that for the week preceding the attack most of their supplies have been cut off by the bombardment and they are terribly tired and

thirsty and are ravenously hungry. As soon as their needs have been supplied and they have sufficiently rested they are formed up "column fours" and march to the nearest rail-head where trains are waiting to take them into interior distributing camps.

TROUBLE-MAKING SUBMARINE



Submarines are now equipped with folding deck guns, and frequently destroy their prey by shell fire, which is cheaper than torpedoing. The first cut to the left shows the gun folded under deck, the second its position as it emerges; in the third it is trained for action against a ship, and in the fourth it is employed as an anti-aircraft weapon.



THE EVOLUTION OF THE SUBMARINE

The small boat in the upper left-hand corner is the submarine of 15 years ago. The large one is the submarine of last year. It is known that the super-submarines of Germany are a distinct advance over this type, but details are necessarily kept secret. The cruising radius of the submarine is its most important factor. Germany is now credited with having under-sea boats that can remain away from port for a month. In this respect, as in many others, the Germans

have distanced their competitors in submarine building. From the beginning of the war they have placed great dependence on this type of boat. Results, thus far, it is held by neutral experts, have not justified the high expectations of the submarine's effectiveness against fighting vessels, and it is unable to raid commerce and comply with the rules of war at sea. This inability was the cause of our trouble with Germany, which resulted in breaking off diplomatic relations.

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At the Top o' the World

Italy's Armies Guard the Mountain-tops

Exclusive Italian Official Photographs



More than a mile in the air this hut shelters the soldiers whose post is a mountain-top and whose roof is the sky. The shelter is built from stones

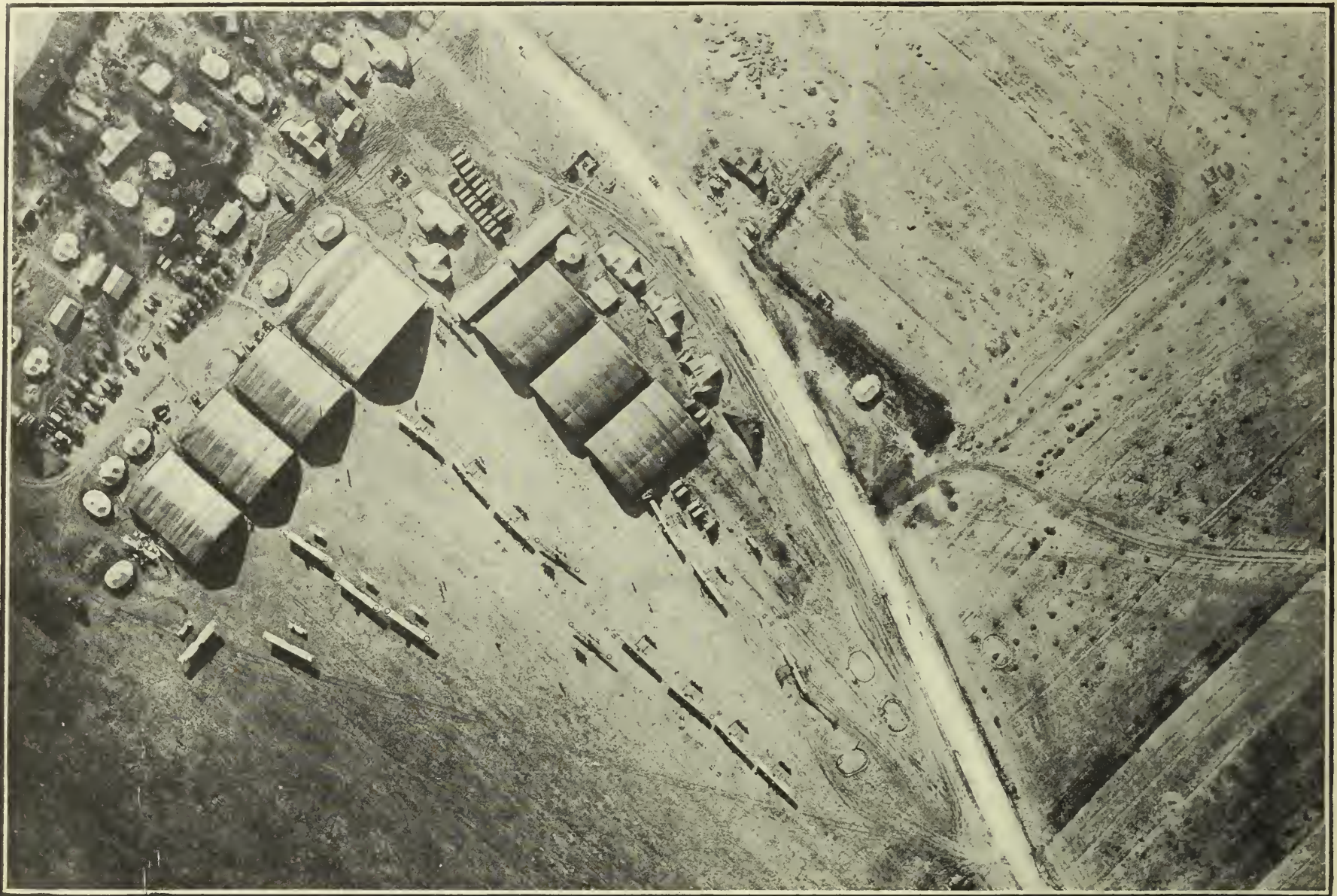
found at hand and sand bags that have been carried up the tortuous ways by soldiers who fight nature's handicaps as well as the enemy.

Before the enemy can be reached the snows must be conquered. Through these great drifts the men must tunnel and burrow and plough in order to advance and to keep their lines of communications open.

On the right we see the men working on a military road to keep the way clear for the passage of men and supplies and also for the heavy guns which, despite the terrible physical difficulties, must be brought up to the front. Far up the snow-filled valley the figures of the men can be seen. If they should fail in their work no strategy could save the fighters



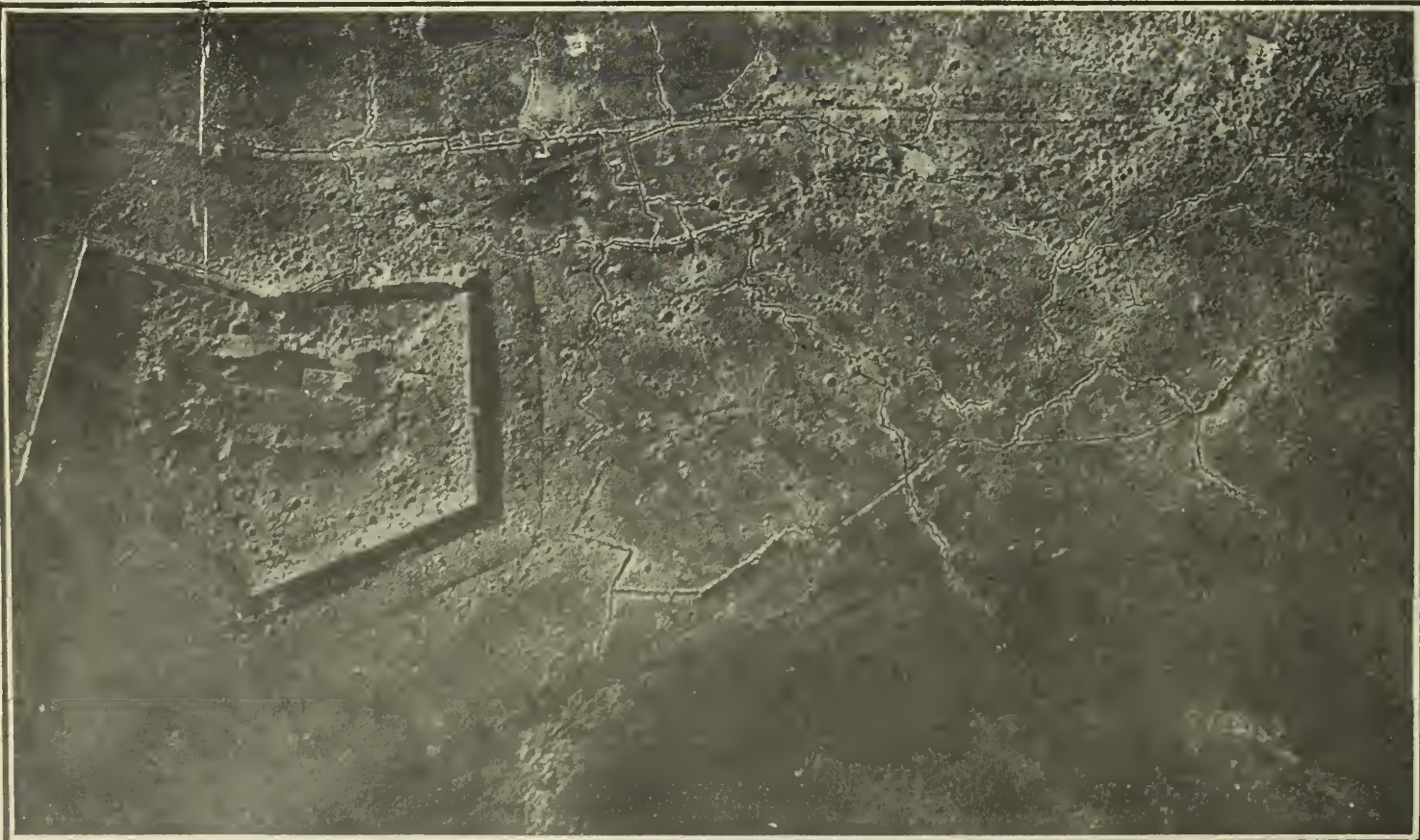
SEEN BY THE EYES OF THE ARMY



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AVIATION CAMP NEAR VERDUN

This wonderful photograph was made from an aeroplane 1,500 feet above the earth in the rear of the French position at Verdun. In the middle ground are aeroplanes, and just back of them the canvas-covered hangars where the 'planes are kept when not in use. Still farther back, in the upper left-hand corner of the picture, are motor trucks drawn up in a long row. The oval and rectangular white objects are tents. Running diagonally across the picture from bottom to top is a broad, paved highway, from which a couple of wagon trails run off through the fields to the right. So clear is the picture that here and there the figure of a man may be descried against the white of the road.



WONDERFUL AERIAL PICTURE OF FORT DOUAUMONT SHELL HOLES AND TRENCHES

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This picture was made just before the French attack upon Fort Douaumont on May 23d. The fort was taken by the Germans on February 24th. The fort is the six-sided object at the extreme left. The small lines running through the greater part of the picture are trenches, and the pitted marks are shell holes, each from five to twenty feet deep. The irregular formation of the trenches is well indicated by this picture and some idea of the intensity of modern bombard-

ment is given by the innumerable shell holes. It must be borne in mind, too, that many more shell holes have been obliterated by successive explosions than are shown in the picture. Preparatory to the great British advance on the Somme it is reported that the British and French guns hurled more than 1,000,000 shells a day for five successive days. This is said to surpass in intensity the German bombardment of Verdun, which constituted a new record in artillery fire.

THE AMERICAN ARMY AND NAVY

THE STARS AND STRIPES FOREVER

OUR COUNTRY

Now party lines are swept away,
And petty feuds put by,
And every eye is fixed upon
Our banner in the sky.
From Oyster Bay to Oregon,
From Florida to Maine,
The nation rises up as one
And shouts the proud refrain,
"Our Country!"

The alien who beneath the stars
And stripes has sought and found
Protection and the home denied
Where monarchies abound,
No matter in what distant land
He first beheld the light,
In turn protects Old Glory now,
And cries with all his might:
"Our Country!"

In peace or war, from coast to coast
A living bulwark stands,
A solid wall of loyal hearts
And ever-ready hands.
Americans of every race
And color, cult and creed
Unite for it, and fight for it,
And die for it if need,
Our Country.

—MINNA IRVING.

OUTBURST OF PATRIOTIC FERVOR FLINGS BANNERS TO THE BREEZE

President Wilson's action in breaking diplomatic relations with Germany had the effect of stimulating latent patriotism to visible activity, and throughout the country in village, town and city, patriotic citizens hung out the national emblem in token of their support of the government in its assertion of American rights. This view shows how Broadway near Forty-second

Street, New York City, was decorated with flags. The skyscraper surmounted by the flag is the Times Building. Just beyond it is the Hotel Astor, also flying the Stars and Stripes. Practical demonstrations of patriotism were given by the thousands of men and women who started at once to organize for war activities.

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THE STARS AND STRIPES



ARMSTRONG
WHEN PERRY VISITED JAPAN

This United States ensign was used by Commodore M. C. Perry in 1853. At the time of Commodore Perry's interview with Japanese officials to discuss the question of opening the ports of Japan to the world this flag was hoisted on Japanese soil



HANDY
THE FLAG OF THE "BON HOMME RICHARD"

When John Paul Jones fought and captured the *Serapis* in 1779 this flag flew from the masthead of his ship. When the *Bon Homme Richard* sank he transferred the flag to the *Alliance*

WAKE UP, COLUMBIA!

(A MARCHING SONG)

BY MAURICE SWITZER

Let the bugles ring, Columbia, unsheath your mighty sword!

Across the blue Atlantic waits a great embattled horde.
An alien foe affronts you and his proud, defiant knights,
Have scoffed at your traditions and have trampled on your rights.

CHORUS:

*Wake up! arise, Columbia, fling your banner to the skies!
For Liberty is fettered and the pinioned Eagle cries!
Show the Nations, proud Columbia, that the spirit moves
you still,
That led us on at Concord and prevailed at Bunker Hill!*

TWO

Then sound the charge, Columbia, and with mighty thrust of steel,
Do your bit to lift from Europe the oppressor's iron heel!
Raise the Flag on ev'ry rampart, let it flutter o'er the sea,
Plant Old Glory in the trenches as the emblem of the Free!

CHORUS:

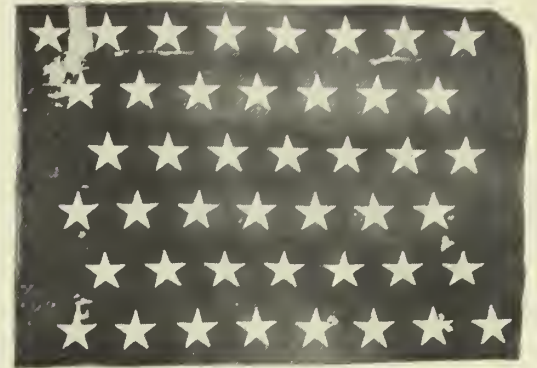
Wake up! arise, Columbia, etc., etc.

THREE

Let them write us down as cowards with souls forever lost,
When we fail to rise for Freedom nor stop to count the cost;
We'll march with Tommy Atkins and we'll liquidate the debt,
Too long already owed to France, who sent us Lafayette!

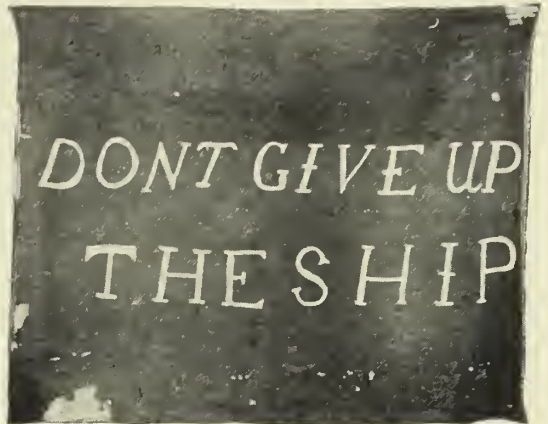
CHORUS:

Wake up! arise, Columbia, etc., etc.



ARMSTRONG
JACK OF THE BATTLESHIP MAINE

This flag was rescued from the *Maine* after the ill-fated ship was blown up in Havana Harbor.



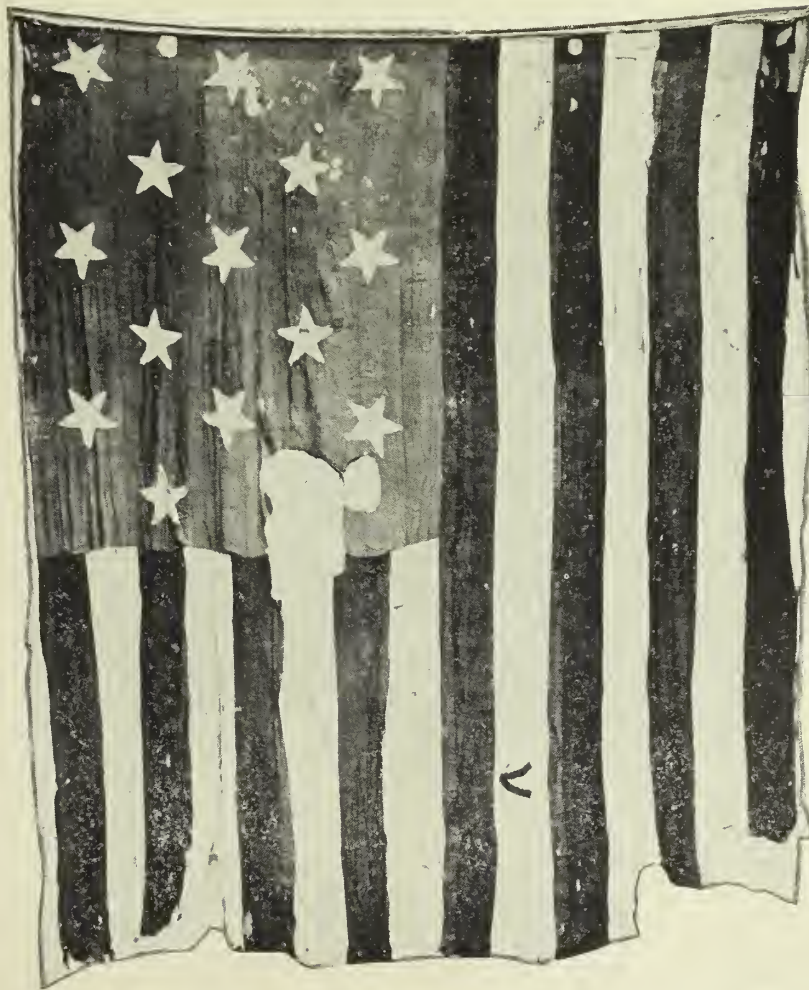
ARMSTRONG
PERRY'S FLAG AT LAKE ERIE

"Don't Give Up the Ship" flew at the masthead of Commodore O. C. Perry's flagship, the *Lawrence* as a signal for action to begin when the Americans attacked the British on Lake Erie in 1813. The words were uttered by the dying Lawrence while being carried below in the action between the *Chesapeake* and *Shannon* fought several months before the battle of Lake Erie.

IN these stirring times, when everywhere the emblem of American liberty greets the eye, when individuals mark a calm patriotism by displaying the emblem in miniature on their breasts, how many of us, who, in reverence turn to the flag as our protection, know its origin, its history and its changes, fraught with as much interest as any other part of our thrilling national history?

The origin of the Stars and Stripes as our national emblem is shrouded in doubt. While the early colonies displayed many and various colored emblems, it is understood that at Cambridge, Mass., on January 2nd, 1776, Washington displayed a flag consisting of thirteen stripes of red and white, with the union jack in place of the stars, the stripes being emblematic of the union of the thirteen colonies against British oppression. Where and when the blue field and white stars originated is a matter of conjecture. Perhaps the majority of authorities consider the design to have been suggested by the coat of arms of the Washington family, which contains both the stars and stripes.

It may be surprising to know that the American flag is among the oldest flags of the nations, being older than the present British jack, the French tricolor, the flag of Spain and many years older than the national emblems of Germany and Italy. Naturally, in an unformed country, previous to the days of national unity, there were many forms of flags used by the individual colonies and various military bodies. It was not until 1777 that a national emblem was adopted by the Continental Congress, on June 14th, now celebrated throughout the country as Flag Day. Most of us know that the resolution then adopted stated: "That the flag of the thirteen United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new constellation," but did not define how many points the stars should have, how they should be grouped, nor did it make any provision for additional stars.



HANDY
THE ORIGINAL "STAR SPANGLED BANNER"

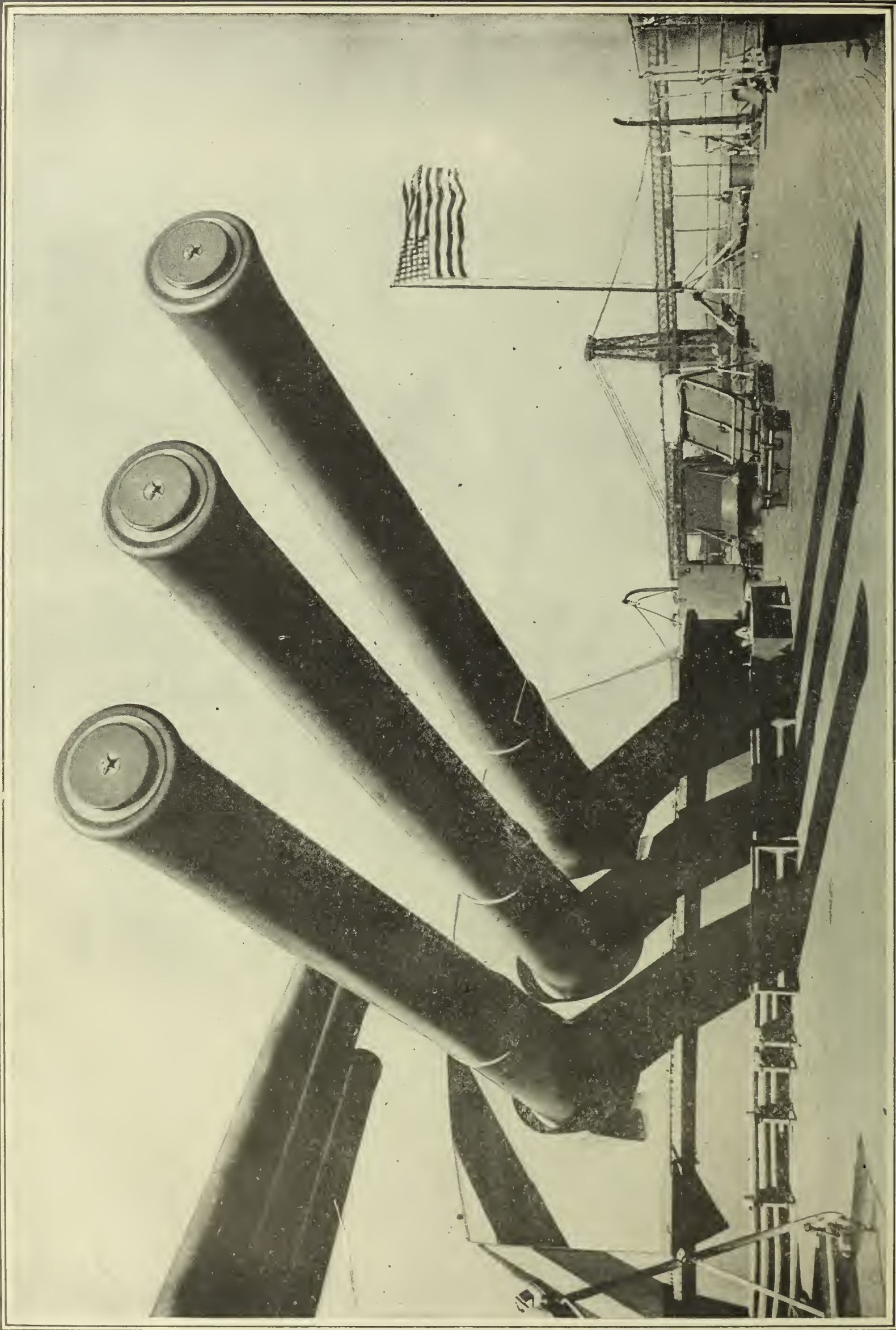
During the British attack on Baltimore in 1814 this flag flew from the ramparts of Fort McHenry and inspired Francis Scott Key who was detained on board a British ship, to write the song which has come to be known as the national anthem. Originally this flag was 32 by 29 feet in size. Congress decreed in 1794 that the flag should have fifteen stars and fifteen stripes and the fifteen striped flag was used for over twenty years.

It has been generally accepted that the American emblem has always retained the general formation of the original flag adopted by the Continental Congress, but a series of flags in the National Museum shows very well the periodic changes which have taken place. From the time of the Revolution the stars and stripes have varied in number. After the admission of Vermont and Kentucky into the Union in 1792 and 1794, Congress enacted "That from and after the first day of May, one thousand seven hundred and ninety-five, the flag of the United States be fifteen stripes alternate red and white; that the union be fifteen stars, white in a blue field;" the intention apparently being to add a stripe as well as a star for each new State admitted.

The inadvisability of this plan was apparent in a few years, for in 1818, when the number of States had increased to twenty, Congress passed a new resolution to the effect that the number of stripes be reduced to thirteen, to typify the original thirteen states and that the number of stars be increased to twenty and that "on the admission of every new state into the Union, one star be added to the union of the flag, and that such addition shall take effect on the Fourth of July next succeeding such admission." We are glad that Congress enacted this resolution, for by it a lasting tribute is paid in the flag to the thirteen original States, by whose sacrifices this great country has been made possible, without in any way lessening the tribute paid to each new State as it joins the constellation.

This re-arrangement of the stars after the admission of each state has given us a different flag in each war in which we have engaged. There were 13 stars during the Revolution, 15 in the war of 1812 (with 15 stripes), 29 stars in the Mexican War, 33-35 in the Civil War, 45 in the Spanish; 48 today.

THE BIGGEST GUNS IN UNCLE SAM'S NAVY



FOURTEEN-INCH GUNS THAT STAND READY TO ENFORCE AMERICAN RIGHTS

The United States has in commission two battleships armed with 14-inch rifles. This photograph shows a gun turret on one of them, the *Arizona*, when in the Brooklyn Navy Yard having her engines repaired. The heavy guns of this splendid fighting ship are arranged three to a turret, there being four turrets. The secondary battery consists of 22 five-inch guns and 10 of smaller size. The *Arizona* has a displacement of 31,400 tons and a speed of 21 knots. The *Pennsylvania* is a

sister ship, having similar equipment and carrying the same complement, 1,002 officers and men. These two ships, the newest in our navy, are the only vessels we have that mount anti-aircraft guns. These are on deck and are of the latest and most approved pattern. Three new battleships, the *California*, *Mississippi* and *Idaho*, now under construction, will mount 16-inch guns and will have displacements of 39,220 tons each. The *Mississippi* was launched in 1916.

3rd LIBERTY LOAN



Training the National Army

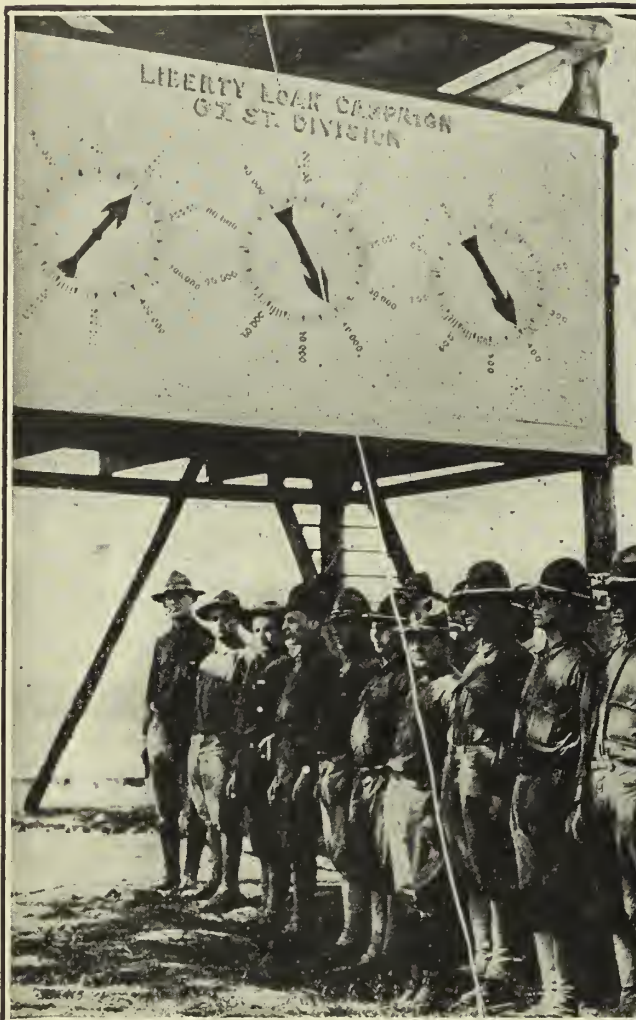
Photographs by JAMES H. HARE
Staff War Photographer



Now and then an American is found even in the army—an Aboriginal American, that is. These 40 Croatan Indians are learning at Camp Jackson how to handle a rifle as well as their ancestors did the useful tomahawk. The Croatans (about 6000 of them) were recently recognized as descendants of the Croatan Indians Sir Walter Raleigh found living on an island off the coast of what is now North Carolina.



Although one may not win a commission by ability to roll up blankets, officers must be able to explain the knack to fresh recruits. They merely have to learn to fold the blanket once across its shortest dimension, and then twice across its longest dimension, and then roll it.



The men at Camp Jackson, Columbia, South Carolina, are down in the books for \$452,000 worth of Liberty Bonds—a per capita subscription of \$29.91—which showing permits them to drill in the shade of the Liberty Loan Indicator with the free conscience essential to army training. Reports to the Adjutant General of the Army reveal that the army in all has subscribed \$45,000,000 to the Liberty Loan.



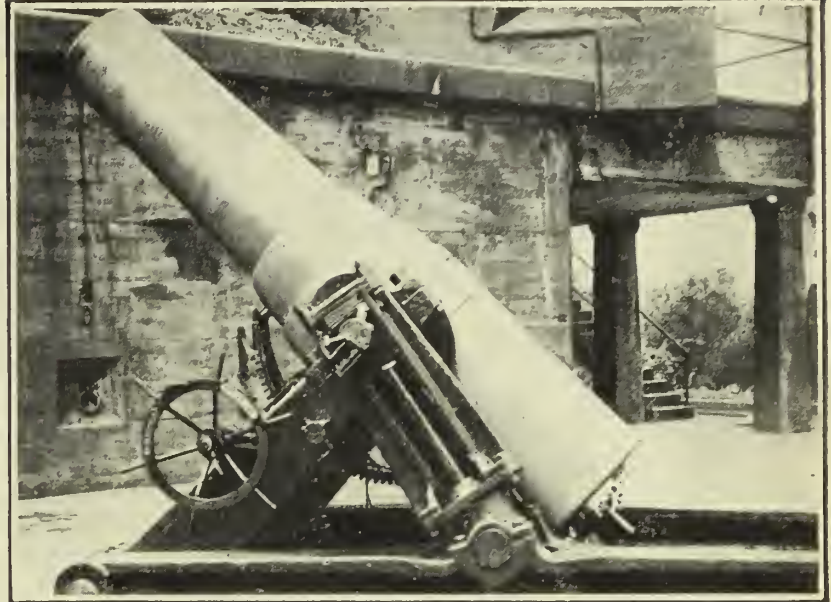
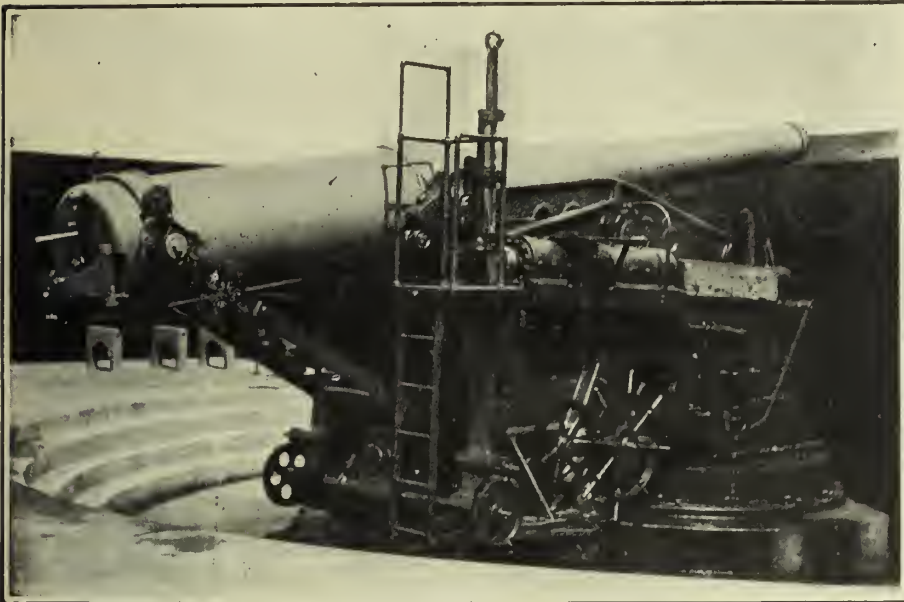
Wooden horses do not intimidate the recruits. Nervous artillery drivers can learn the proper method of standing to horse, holding the reins, mounting and dismounting, and of executing many of the mounted exercises, without ruining the few horses that maybe are to be found. They save the horses, too, much rough pulling around the mouth, and keep them for the more advanced instruction with harness and draft, and with equitation—whatever that is.



In Camp Jackson so many new recruits have been enrolled that the supply of khaki has given out, and the new soldiers have to be drilled in their simple dimities. In many of the camps there is plenty of khaki, but no privates. At Camp Doniphan, Okla., recently there was only one private to one brigadier general, one colonel, six majors and one hundred captains; and a colonel talked seriously of hiring a private.

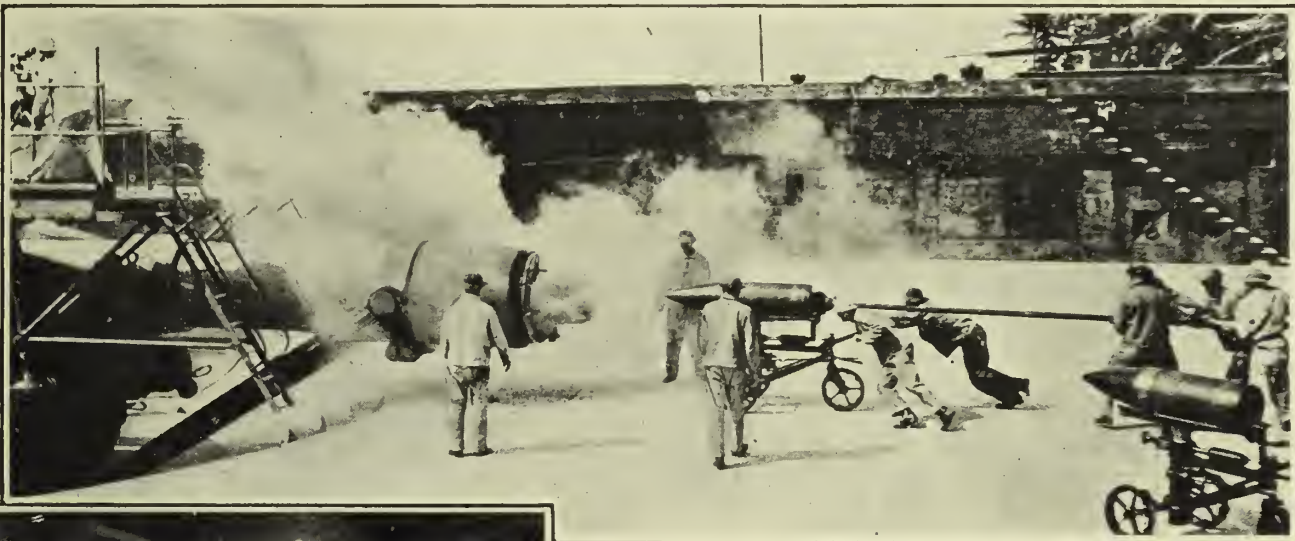
GUARDIANS OF OUR ISLANDS

PHOTOGRAPHS BY H. H. GORDON



WAITING FOR THE WORD

One of the 14-inch guns at Fort Kamehameha, island of Oahu, Hawaii, charged and ready to be fired. This was landed in 1913. Its trials have shown it to be a first-class weapon. Hawaii is the most strongly fortified of our island possessions. It has many natural advantages for defensive projects and is of great strategic value.



A MORTAR WITH A RECORD

One of the 12-inch high-angle guns in the fortifications of Oahu. It has a range of 15 miles and recently made a new record at target practice by scoring 20 hits out of 25 shots. Mortars have a high trajectory and are particularly effective in dealing with warships because their projectiles are more likely to penetrate unprotected decks than are those from flat-trajectory guns.

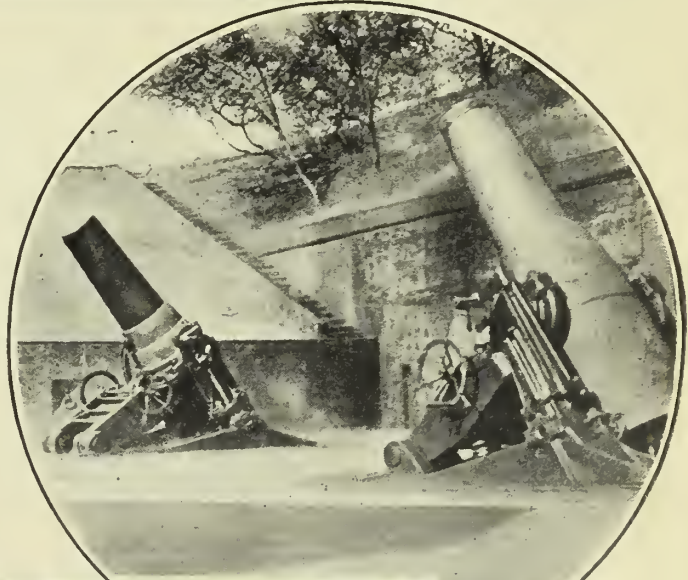


A STORE-ROOM FILLED WITH MINES

These are designed to be sunk to a previously determined depth in the entrances to harbors, and are kept there by anchor weights. They explode by contact with the hulls of ships, and constitute a very effective harbor defense.

A MOUTHFUL FOR A TWELVE-INCH RIFLE

Gun crew at Fort Ruger, near Honolulu, rushing a 12-inch shell to the gun which has just been discharged, as is shown by the smoke pouring out of the open breech. These shells are brought up from the magazine on little trucks which are just the right height to place the point of the shell in the open breech of the gun. This gun has made 12 hits in 12 shots. A well-trained crew can fire these monster guns with surprising rapidity, but it takes at least two years to make a good gunner out of a recruit.



TWIN DEFENDERS

A pair of 14-inch mortars at Diamond Head, Oahu. One of these guns has a record of five hits out of five shots. When at target practice they are heard all over the island.

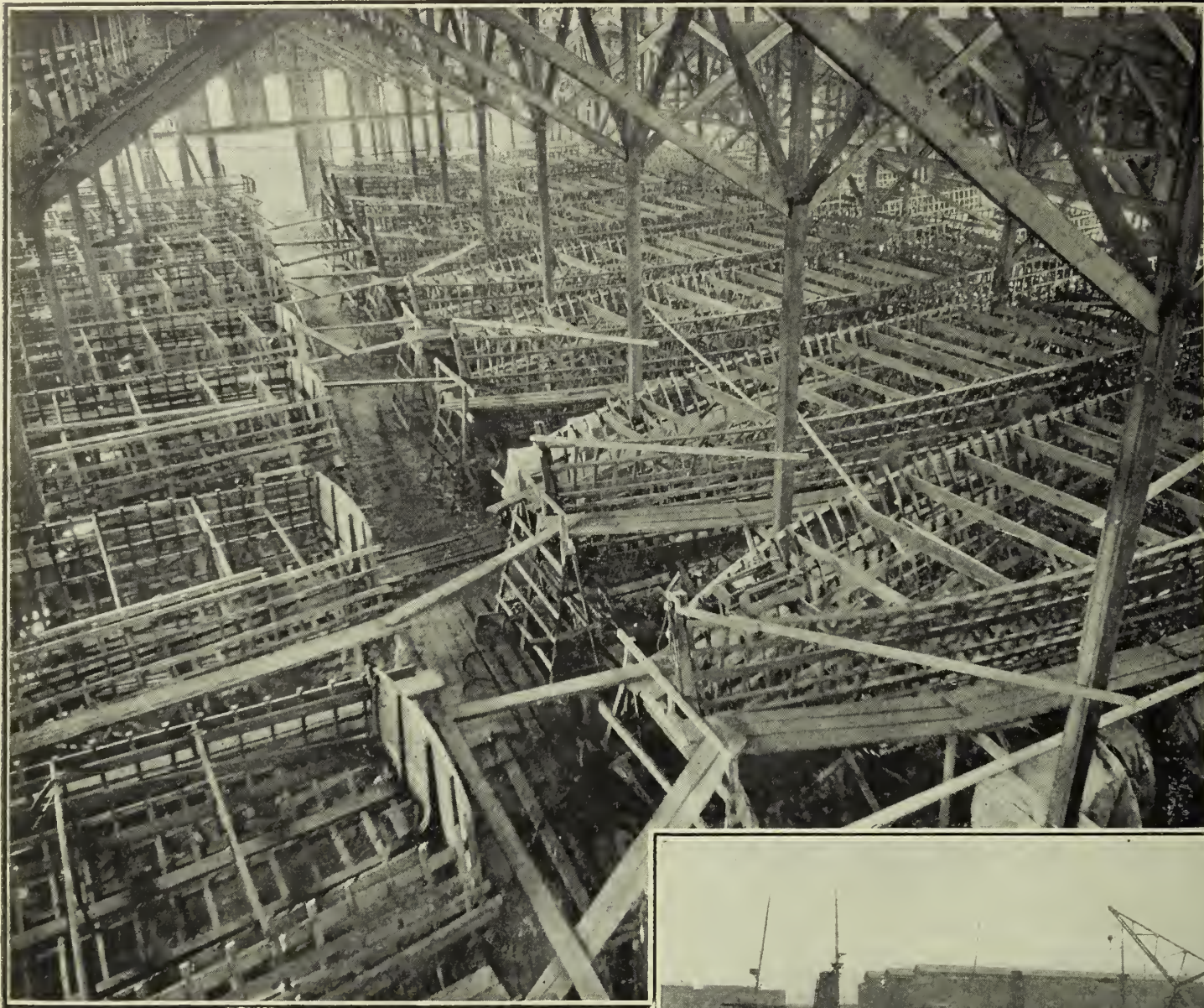


FIELD ARTILLERY IN MANEUVERS IN HAWAII

A battery holding back two regiments of infantry in an attack on Diamond Head. In these war games the actual conditions of warfare are reproduced

as nearly as possible, and the officers learn much about the best methods of attack and defense. Fort Ruger is situated at Diamond Head.

SEA WASPS: A NEW NAVAL FORCE



LECKY

SPEEDING UP SHIP-BUILDING

The unusual nature of submarine warfare called for an unusual remedy and Yankee genius supplied it. Up on the banks of the St. Lawrence River an American concern is manufacturing—not "building"—sea-wasps or submarine chasers. England asked for "the biggest boat with the greatest speed that could be built in the shortest time" and the boat that met these demands is now being turned out at the rate of three a day. Each one is 80 feet long, has a 12 foot beam and a draught of four and one-half feet—too shallow to meet mines or torpedoes. Each has a 500-horse power engine, storage room for 2100 gallons of fuel, sufficient for a cruise of 700 miles at a speed of 22 miles per hour or 1500 miles at 12 miles per hour. They can turn in their own length. The maximum speed of a submarine is 18 miles, on the surface, using its engines, or 10 miles submerged, using its motors. Each sea-wasp has comfortable quarters for ten men. Every boat in this picture is in the same stage of completion. Standardization of parts and division of labor has systematized the production of these boats, cut the manufacturing cost and raised the output to the maximum.



LECKY

A SWARM OF SEA WASPS

The United States government, recognizing the value of the sea wasp as a means of keeping open the transatlantic lanes and to protect our own coasts against submarine attack, has ordered that sixty fast "chasers" be built at the Brooklyn Navy Yard. Orders for 200 or more are to be placed with those American concerns which can supply them quickest. These boats are to be 110 feet long, will have a speed of 25 to 35 miles an hour and are to be manned by members of the Naval Militia and the enlisted men's volunteer reserve corps. The boats are to be paid for out of the \$115,000,000 emergency fund appropriated by Congress. England's first order was for 550 of these ships, at \$40,000 each, a total of \$22,000,000. The order was turned out in just 500 days, boats being delivered at the rate of three per day, when once work was under way. End to end the 500 boats would reach eight miles, a third of the way across the English Channel. The boats are used for patrol duty in the English Channel and North Sea, often being used with airplanes. When an aviator discovers a U-boat he drops a smoke bomb above it and all the sea-wasps within sight head for the spot. A submarine can submerge in a few minutes; if it has disappeared before the chasers get to it, they sweep the sea for a radius of ten miles around the spot. At the end of an hour they extend their radius to 20 miles and at the first appearance of the submarine the three-inch gun is brought into use. The submarine chasers can stay at sea for ten days without returning for fuel or other supplies.



LECKY

A RACE WITH AN IMAGINARY U-BOAT

Every boat is thoroughly tested before it is delivered to make sure that in an emergency its speed will not fall below that of its submarine prey. When every test has been met, the giant crane, seen in the background of the picture at the right, loads the boats on board ships for transportation to England, where each is equipped with a three-inch gun, mounted on the forward deck. Except for the gun, the boats are entirely complete when shipped.

BATTLESHIP WREATHED IN FLAME



WONDERFUL NIGHT PHOTOGRAPH OF THE WYOMING

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The *Wyoming*, firing at night, with her five-inch guns, while powerful searchlights play over the surface of the sea. This is one of the most remarkable and most beautiful naval photographs ever made. The men clustered about the deck, the flare of the gun as the smoke and

flame pour from its mouth and the shafts of light that stab the darkness, form a wonderful picture. It was made during target practice, but such scenes may be enacted by our gallant ships in deadly earnest if war should come. The navy will surely maintain its heroic traditions.

OUR GUNNERS SECOND TO NONE



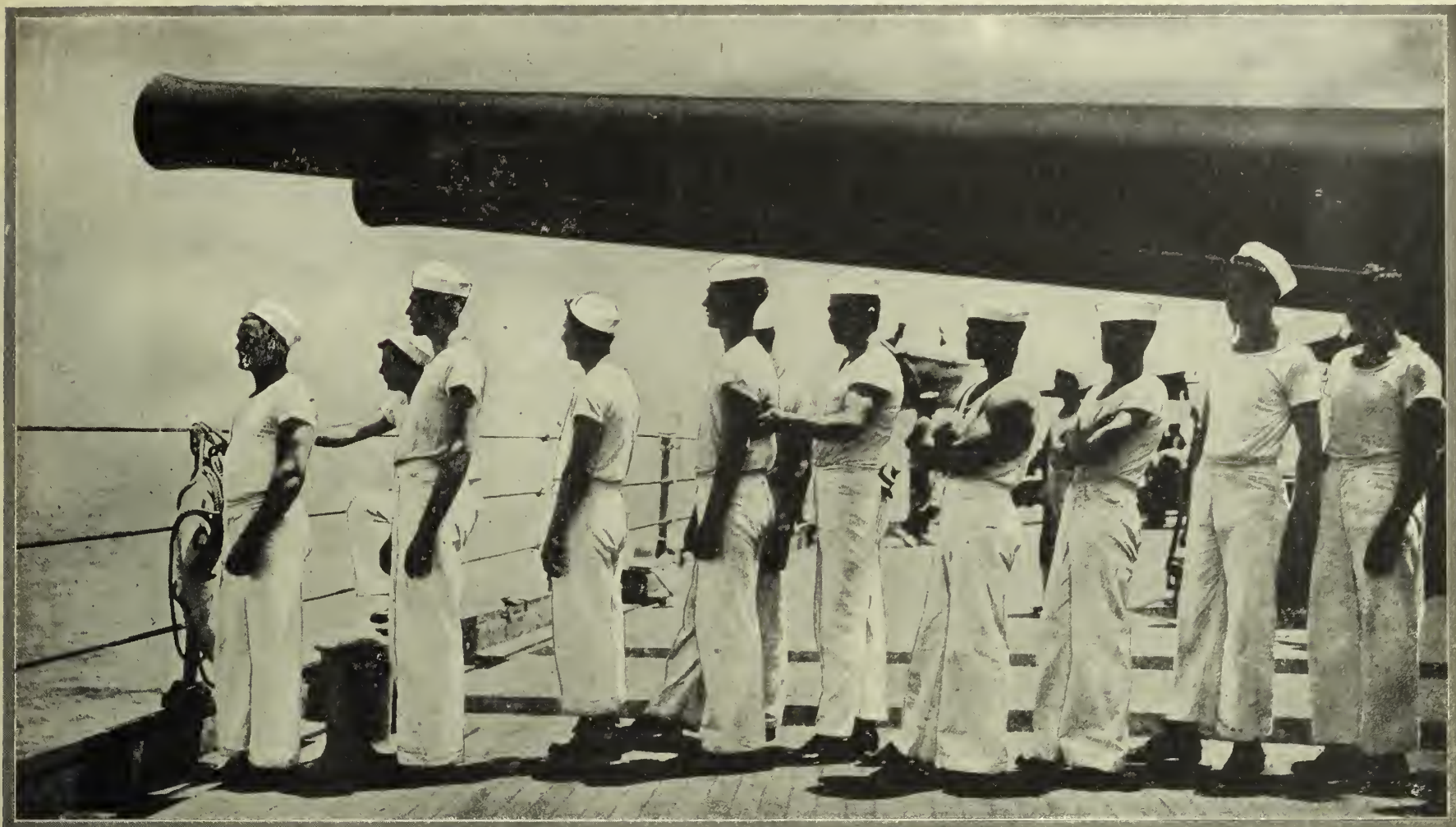
THE NEBRASKA AT TARGET PRACTICE

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The crack battleship *Nebraska* is here shown swinging in to pick up a naval target. These targets are fired at from a range of many miles. For years the Atlantic fleet has been holding target practice in Cuban waters. The actual scores made are kept secret as it is not desirable that other powers should know the exact proficiency of our gunners, but it is generally understood that in

rapidity and accuracy of fire American seamen have no superiors in the world. During the bombardment of Vera Cruz, in April, 1914, the accurate shooting done by the two cruisers that participated was the wonder and admiration of the officers of the British, German, French and Spanish war vessels in the harbor, all of whom were interested spectators of this small battle

OUR GUARDIANS OF THE SEAS

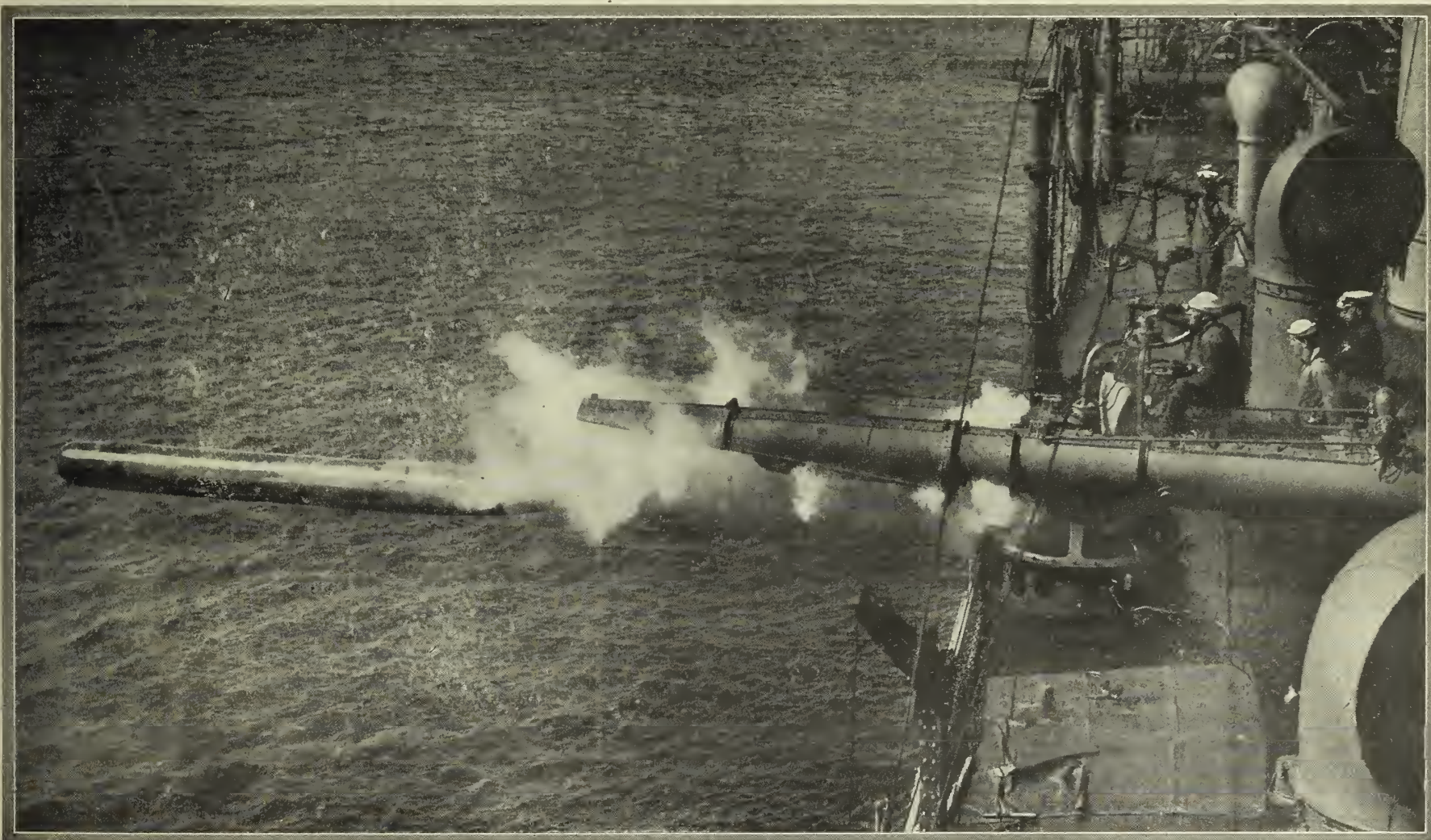


ON OUR SAILORS FALLS THE FIRST BLOW OF BATTLE

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Sailors on the United States battleship *Florida*. Above them are two of the big 12-inch rifles that make up the primary batteries of most of our battleships. Some of the newer vessels have 14-inch guns and even heavier ones are projected. When the break with Germany came the

battleship fleet was basing at Guantanamo, Cuba, where winter practice was being held. It consisted of 12 battleships with tenders, torpedo craft and other auxiliaries, all under command of Admiral Mayo, whose flagship was the *Pennsylvania*.



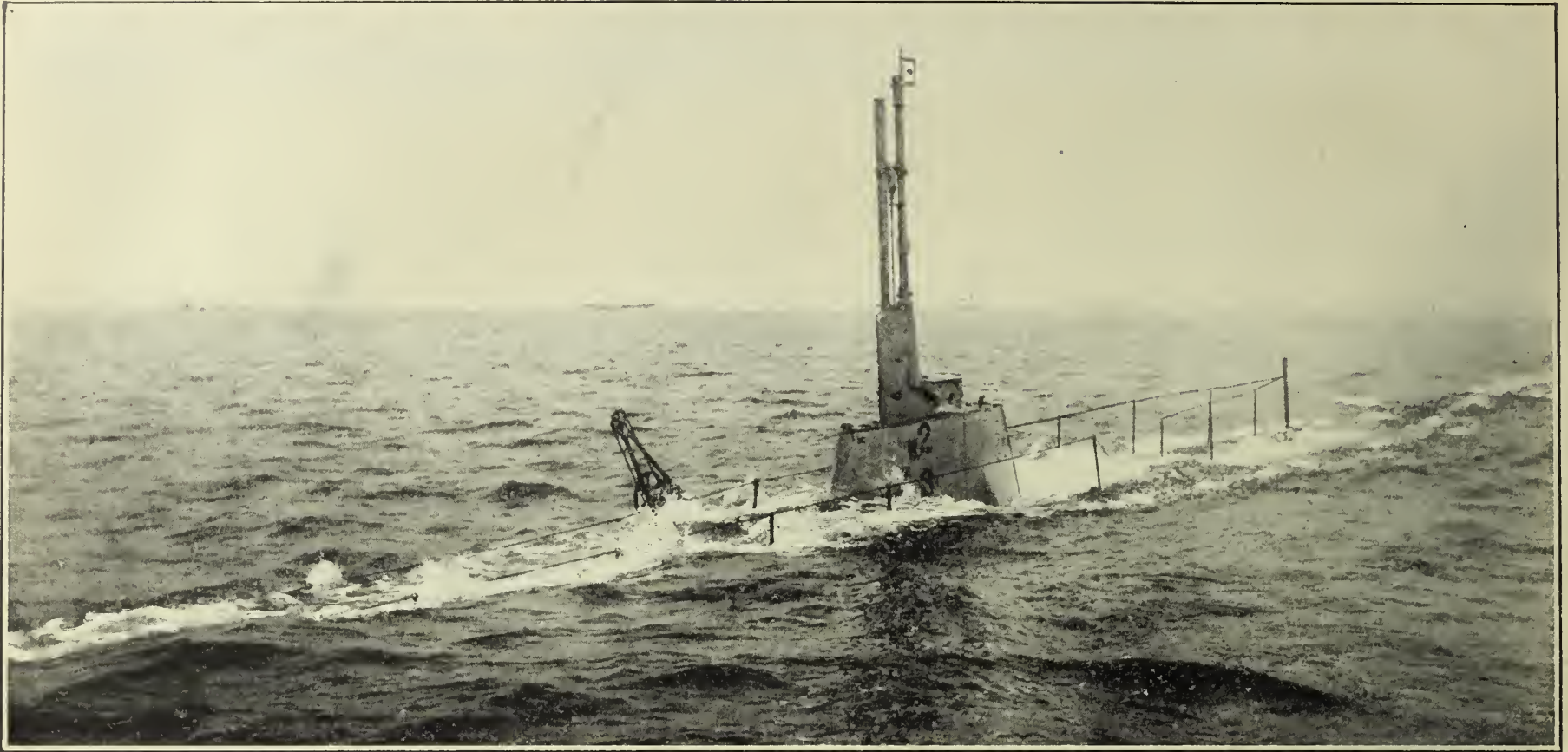
A DEADLY TORPEDO LEAVING THE TUBE

COPYRIGHT E. MULLER, JR.

Here is a photograph of a Whitehead torpedo at the instant it leaves the tube. This tube is above the water line. Torpedo boat destroyers carry both this kind of tubes and submerged ones. The torpedo, when fired from above the water, submerges itself to a depth determined by the

adjustment of its horizontal steering gear, and thereafter runs its course at an even depth beneath the surface. Our sailors have had considerable torpedo practice and are probably quite as proficient in this important field as those of any other navy.

THE TERROR OF NAVAL WARFARE

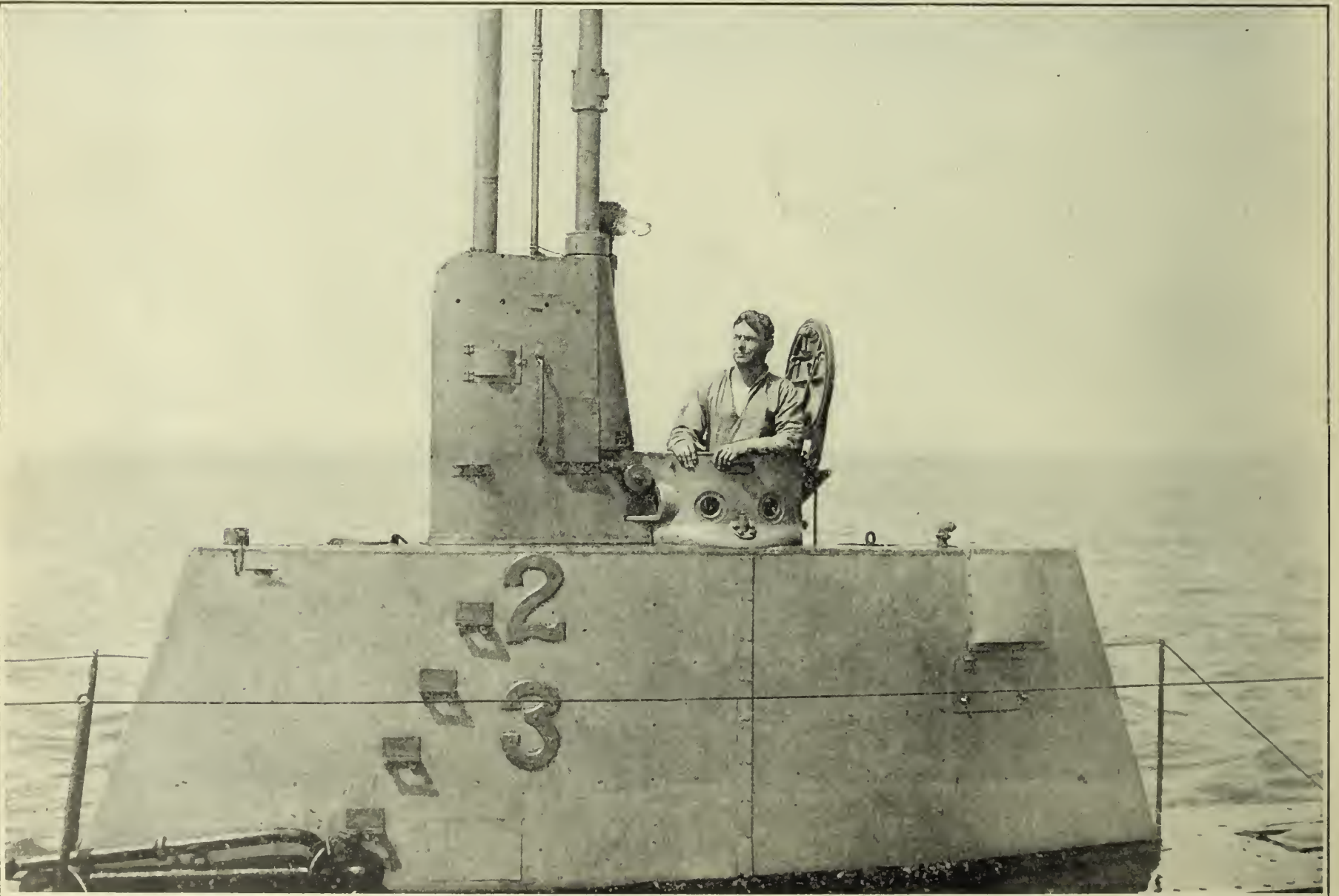


WITH THE CONNING TOWER AND PERISCOPES SHOWING

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The U. S. submarine *D-3* almost under water. From this position the commander can view the surface of the sea from the conning tower, which allows a clearer and larger vision than even the

periscope can give. In action submarines usually prefer to fire torpedoes when submerged to the top of the periscope, because they are then much better protected than when nearer the surface.



WAITING FOR THE COMMAND TO DIVE

COPYRIGHT T. C. MULLER

A submarine is not a comfortable place, and the crew likes to get out on deck when possible. Here, however, the boat is expected to submerge at any moment and all hands are below except the lookout

who is watching for the flagship's signal. When it comes he will close the water-tight hatch, while the boat sets her horizontal rudders to carry her below and starts her electric motors ahead.

THE NATION'S DEFENDERS AT SEA



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THE BATTLE FLEET CLEARED FOR ACTION

This photograph shows some of the United States battleships drawn up in battle-line and cleared for action. The Navy Department became the scene of great activity upon the break with Germany. The plans and operations in executive offices and in navy yards were very closely guarded. It was known, however, that recruiting was speeded up and that information regarding privately owned vessels, down to gasoline launches, which could be used as naval auxiliaries, was being tabulated. No danger of a shortage of men is feared, as the enlistments in January, 1917, were 1,422 greater than in January, 1916.

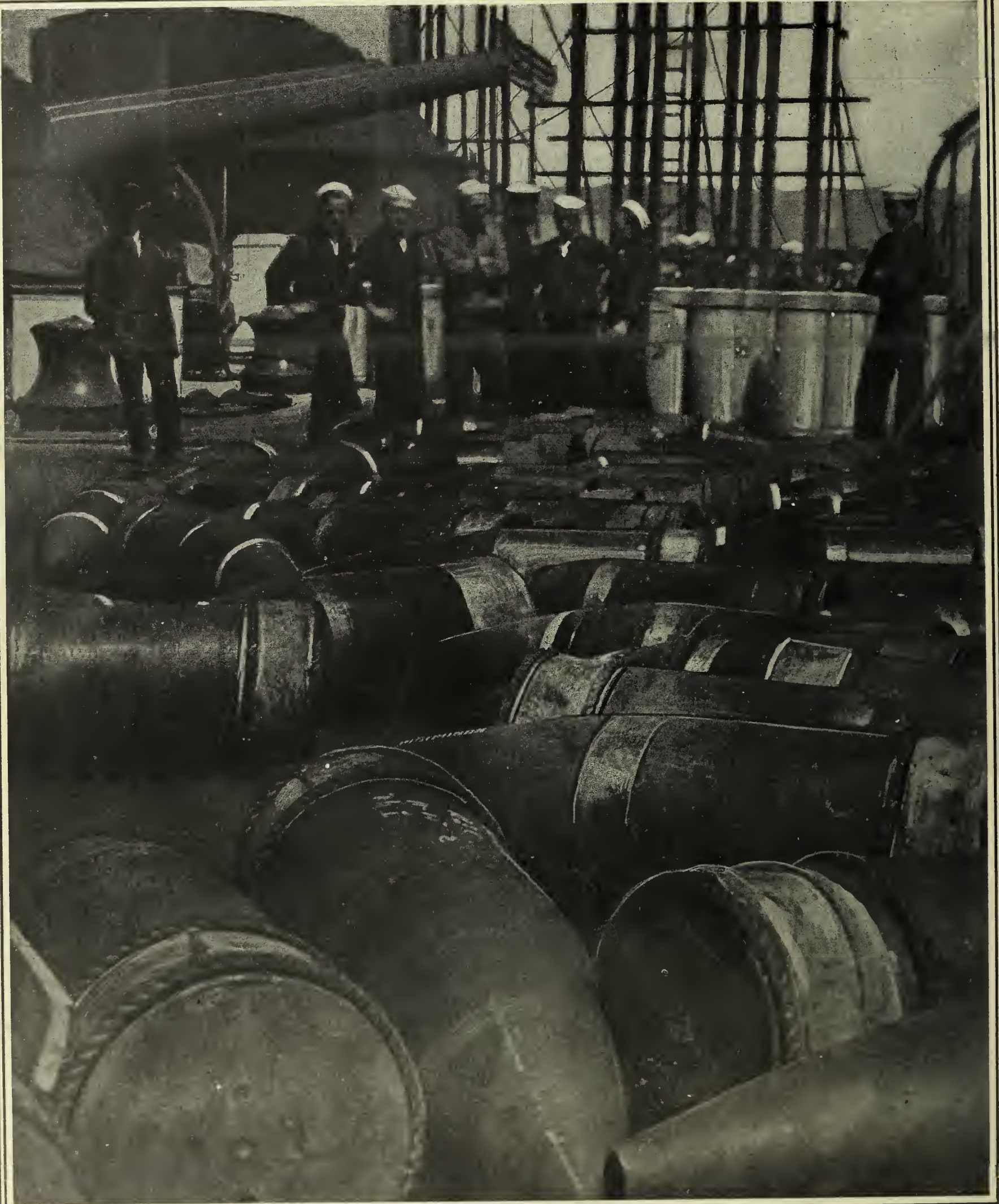
MRS. G. E. MILLER

FIGHTING FORCES IN TWO ELEMENTS

This photograph of Lieut. Alfred A. Cunningham flying over the United States battleship *Connecticut*, shows in one scene two of America's fighting agencies, one in the air and one on water. The *Connecticut* was completed in 1906 with her sister ship the *Louisiana*. The next year the *Vermont*, *Kansas* and *Minnesota* followed and in 1908 the *New Hampshire* was launched, the last of six 16,000 ton ships of this type. The *Connecticut's* speed is 18 knots per hour and her complement is 803 men. Four 12-inch guns make up her main battery and in addition to her many smaller guns she has four submerged torpedo tubes. The flying strength of the United States in 1916 was 522 planes, balloons and dirigibles. When the news of the break with Germany became known, one of the first organizations to offer support to the President was the Aero Club of America.



BIGGEST SHELLS IN OUR NAVY



AMMUNITION FOR THE "ARIZONA" PILED ON HER DECK

The biggest guns on United States battleships are the 14-inch rifles which form the primary batteries of the *Pennsylvania* and *Arizona*. Here we see shells for these guns on the deck of the latter ship. They are being taken on board and will soon be in the magazines. Behind

them are metal cans containing smokeless powder, which is put up in silk bags. The shell is driven into the gun from the breech and the powder piled in behind it. Then the breech block is closed and the charge fired. The guns are arranged three to a turret.

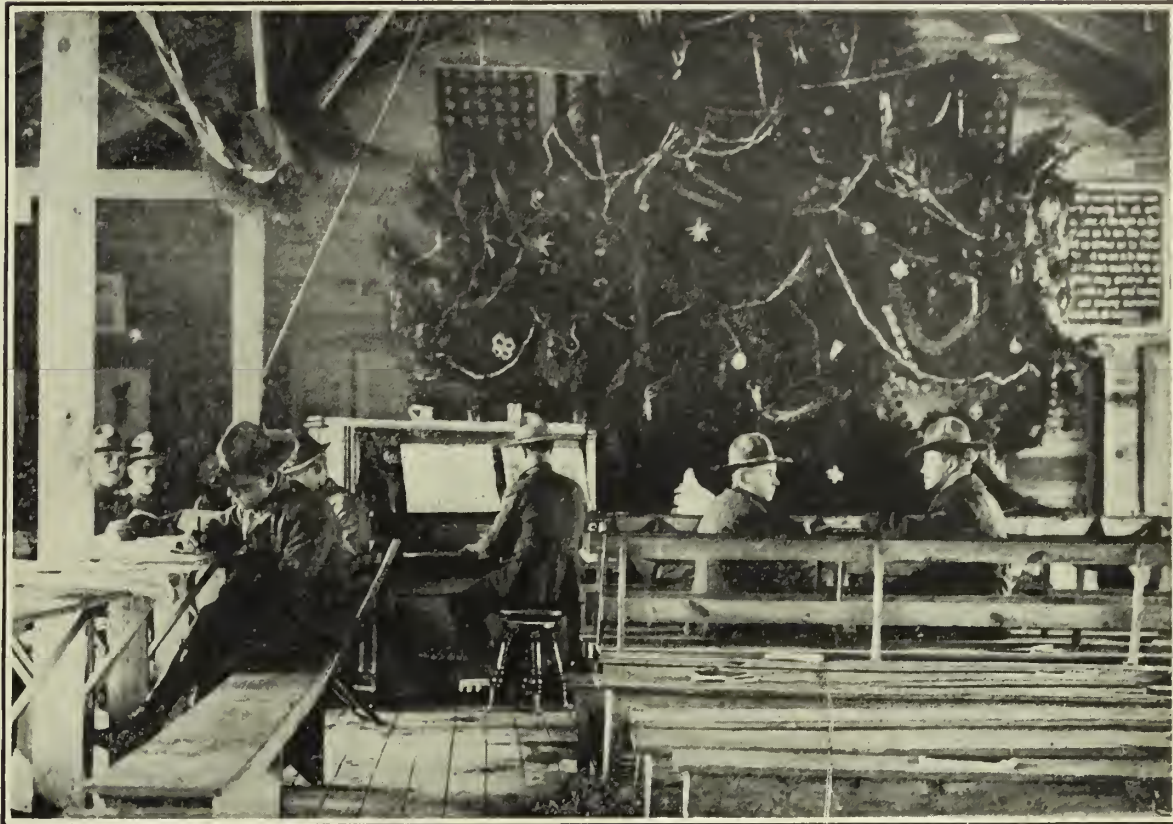
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They Didn't Go Home for the Holidays

By EDWIN RALPH ESTEP, Staff War Photographer



The Wages of Sin—In a temperamental moment, he lost his place at the festive Christmas board. Nevertheless, as he served his time in the kitchen, about the only part of the dinner he missed was the board.



In the Y. M. C. A. huts the holidays were given a homey atmosphere with trees, song services and distribution of presents. Music and fellowship maintained through the holiday week in which the regular drilling

was laid aside and the boys had plenty of time to gather and swap Christmas cakes and candies. At some places the women from the adjoining towns brought out spreads and registered hospitality.



THROUGH commanders and adjutants the United States explained to the seven hundred and fifty thousand men in camps and cantonments that if they were given Christmas furloughs by regiments, brigades and divisions they would half-nelson all of the railways. The explanation being over, the National Army took a straw vote and decided to holiday in camp, absence without leave being a risky pastime. Their Christmas was far from joyless. The degree of celebration varied with the location. Those camps that were close to the district whence the men came were crowded with visitors. Others were quiet and gave most attention to the distribution of presents and the cooking of the big Christmas Day feed. Such a one was Camp McClellan, where the accompanying pictures were taken.



The autocrats of the mess halls had an even tying start from the quartermaster and then it was a struggle to see which could make the festive board groan the loudest. It was great fun for them to be off the regular ration grub and to have an unhampered swing at right and left-handed cooking—roast turkey and candied yams and stuffing and creamed peas and mashed turnips and, oh, and everything that should be in a real American Christmas dinner.



The Red Cross did not make much of a fuss with evergreens, holly and poinsettias and was meticulously prudent in hanging up mistletoe, on account of septic microbes, but

it played Santa Claus like a professional. Not a patient was overlooked and the nurses were especially lavish with good cheer. Flowers supplemented the gifts.

Everybody remembered the soldiers. Through the Red Cross, the Y. M. C. A., the Knights of Columbus, and the family folks, the camps were deluged with presents. The motor trucks of the post office department were as busy as ammunition trains before a battle. The delightful part of it was that the givers did not overlook the little things—the gifts were not all practical. Toy puppy dogs and tin automobiles proved that, as a people, we still are blessed with a little imagination and love.



AMERICA'S BIT

JAMES MONTGOMERY FLAEC



SAILORS OF THE RESERVE IN CAMP

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The Naval Militia in camp has a real vacation. Here is a company taking it easy. Of course there is plenty to do beside sitting in the company street, but nevertheless men in the service say the Naval Militia is one of the ideal volunteer organizations. If war comes, these sailors

will go far toward supplying a full quota of trained men to our fleet. The Company shown is in camp at the Great Lakes Naval Training Station, at Lake Bluff, Ill. There are four similar camps in the country, but others are likely to be established.



REGULARS ON THE BORDER

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Most Americans, if they had had an opportunity to take this picture, would have preferred to see the broad plain completely covered with troops, but such a scene would be difficult of enactment under present conditions. However, if the country's present will to have uni-

versal military training becomes effective, the pride one feels when looking upon this splendid body of regulars on border duty will be multiplied many times. However border service has given the country soldiers of which we may be proud.



WHO TALKED OF A MULE SHORTAGE?

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The army mule is one of the few connecting links between the old warfare and the new. Automobile trucks may be efficient, but mules have qualities and perquisites that trucks will never replace. What satisfaction, for instance, is there in conversing with a mud-stuck

truck? It can't talk back; but a mule is not only receptive to suggestion, but responsive—if one is near enough. Here are a few hundreds of Uncle Sam's baggage smashers mobilized on the Texas border. We hope they will live long and die peacefully.

ADMIRAL DEWEY'S GREAT CAREER

SCENES FROM STIRRING

VICTORIES IN TWO WARS



BEST LOVED OF NAVAL HEROES

George Dewey, the only Admiral in the United States Navy, and the best-loved of all our naval heroes, died at his home in Washington, D. C., on Jan. 16, 1917, in his eightieth year. Although his health had been failing for some time he had been active in his duties at the Navy Department until a few days before his death.



DEWEY'S BAPTISM OF FIRE

FROM LESLIE'S FOR MAY 31, 1862

Dewey was attached to Admiral Farragut's fleet which forced an entrance to the Mississippi River, and on April 24th, 1862, he participated in his first battle, the bombardment of Forts Jackson and St. Philip. The wooden vessels used then were in marked contrast with the armored craft with which he overcame the Spaniards at Manila Bay, but which, also, are now obsolete.



THE BATTLE OF MANILA BAY, WHERE DEWEY WON DEATHLESS RENOWN

FROM LESLIE'S FOR OCTOBER 6, 1898

This picture of the battle of Manila Bay is from a painting by Frank H. Schell, made after sketches and descriptions by eye witnesses. The battle was fought May 1st, 1898, Dewey fearlessly leading his fleet into the mined waters of the bay in his flagship, the *Olympia*. The battle was not long nor bloody, but it resulted in a complete victory for the American fleet and left the admiral (then commodore) with a delicate problem of international politics on hand. He cut the cable as a military measure and handled the situation with such courage and tact as to

establish for all time his claim to real greatness. On his return to America in 1899 he was received with unparalleled ovations. President McKinley presented him with a gold sword and the nation gave him a residence in Washington by popular subscription. His official reception in New York City was the greatest event of the kind ever seen in America. Congress made him an Admiral, which insured his retention on the active list until his death, an honor previously conferred only on Admirals Farragut and Porter.



MAGNIFICENT PAGEANT AS

Admiral Dewey was given a state funeral on January 20th, after simple services at his late home. The remains were borne through the streets on a gun caisson, escorted by thousands of soldiers and sailors, as well as the entire cadet body of the Naval Academy. Services were held in the rotunda of the capitol; the photograph shows



ADMIRAL IS LAID TO REST

the casket being placed on the caisson at their conclusion. President Wilson and all the high officials of the government and almost the entire diplomatic corps participated in what was one of the most impressive funerals ever held in the Nation's career.

FREDERICK A. SCHUTE

ENGINES OF SUBSEA WARFARE

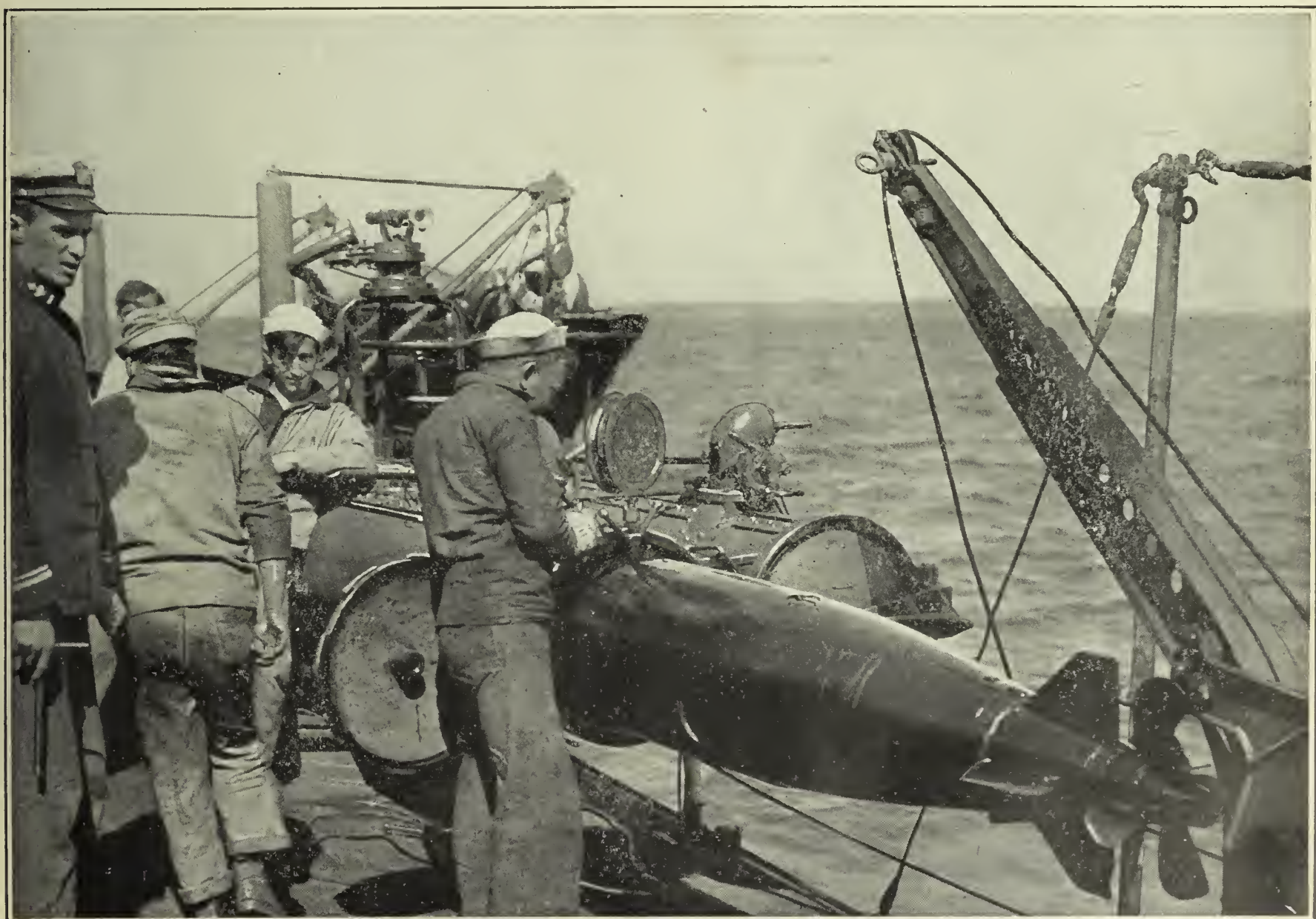


SAILORS OF OUR NAVY LEARN THE INS AND OUTS OF MINE-LAYING

Mine-laying becomes a real science when the work is properly done. Merely setting mines afloat does not endanger an enemy's ships more than those of the defensive country, and wind and tide may drift the mines out of the lanes which they are set to guard. The sailors of the

United States Navy, by theory and practice, become familiarized with the processes of mine-laying, and are schooled in handling the deadly machines, in anchoring them securely, in charting their positions and in the other details of this important knowledge.

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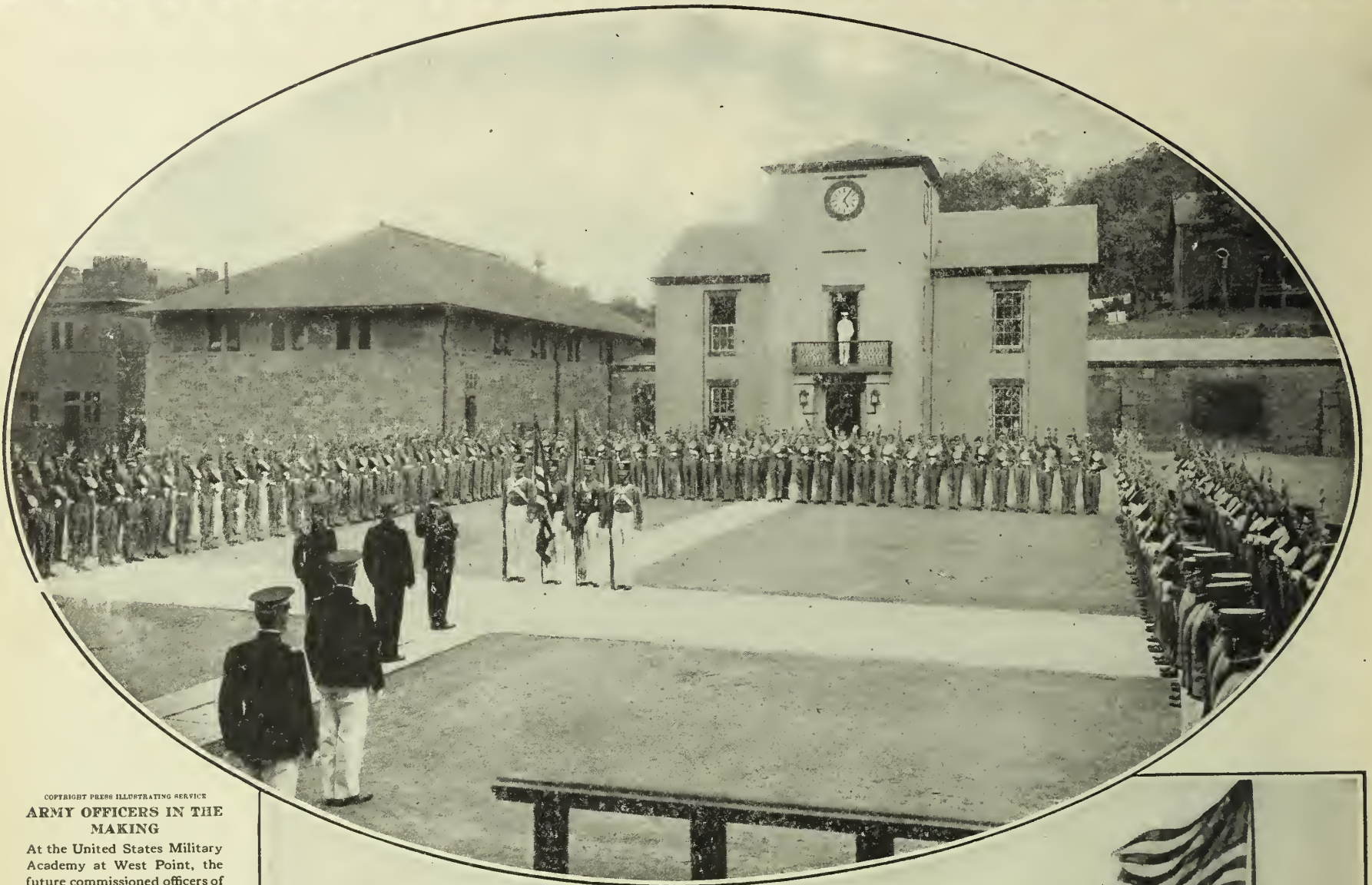
THE TORPEDO WHICH STRIKES A DEATH-BLOW FROM BELOW

The camera caught this torpedo just as it was being loaded into the torpedo-tube of one of our destroyers. The sailor in the foreground is just filling the compressed air tanks. Torpedoes of this type (the Whitehead) have three sections, the explosive head, which carries, usually,

428 pounds of "T. N. T.," and a large tank of air, under heavy compression, which drives the propelling machinery in the third section, or tail. They are about two feet in diameter and 22 feet long. They have a maximum range of 8,000 yards, which they can travel at a speed of 25 knots.

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FILLING THE RANK AND FILE

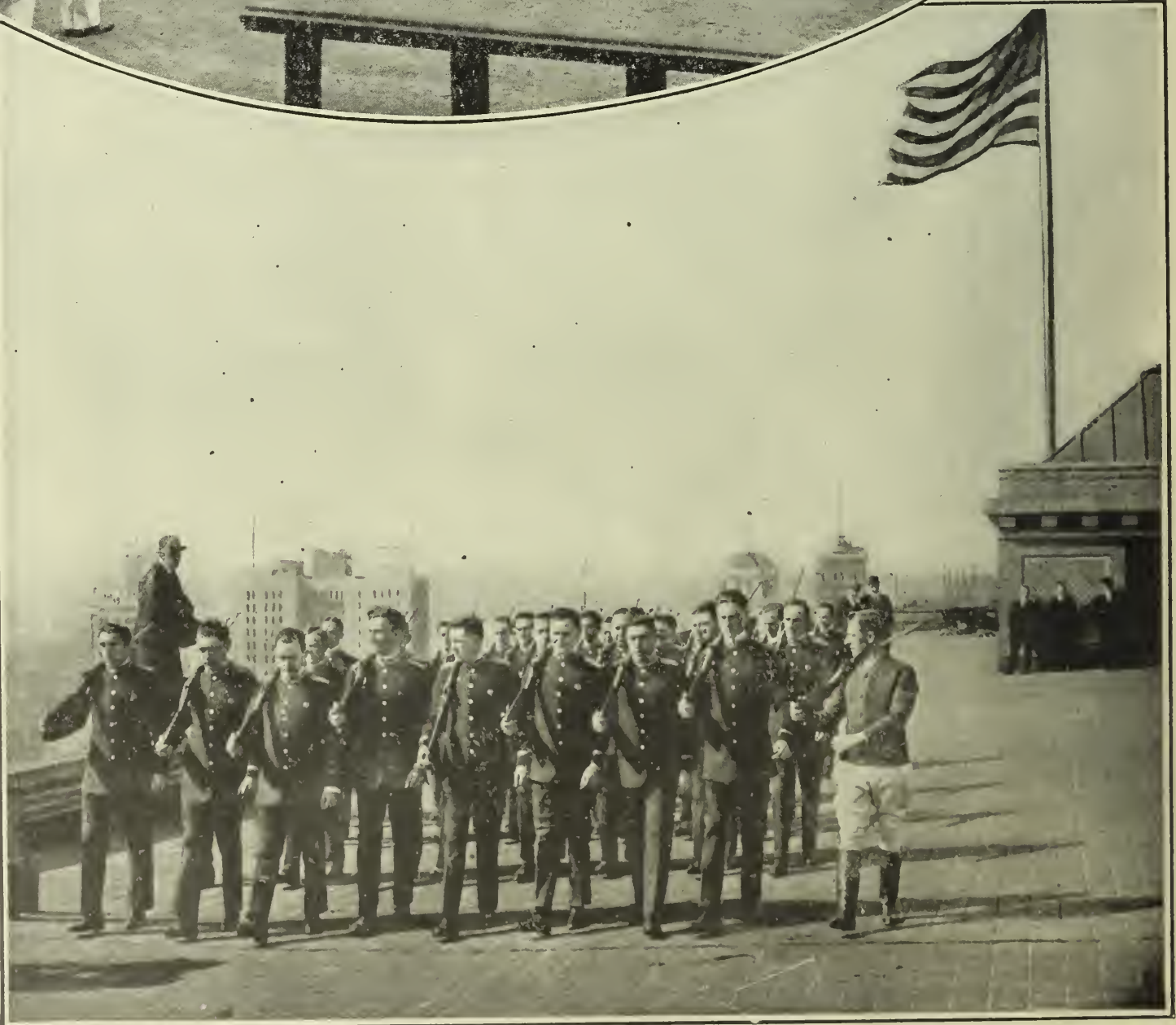


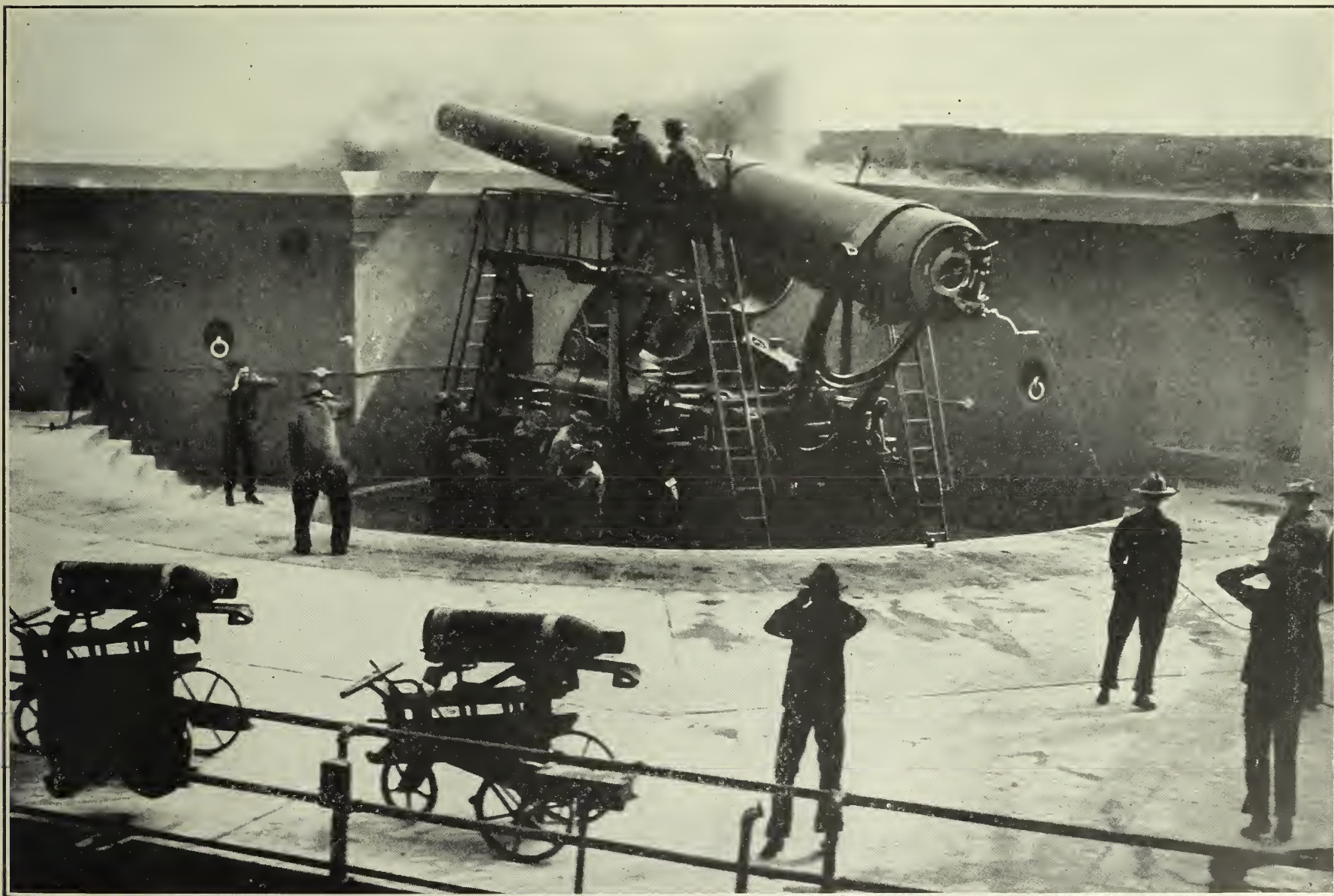
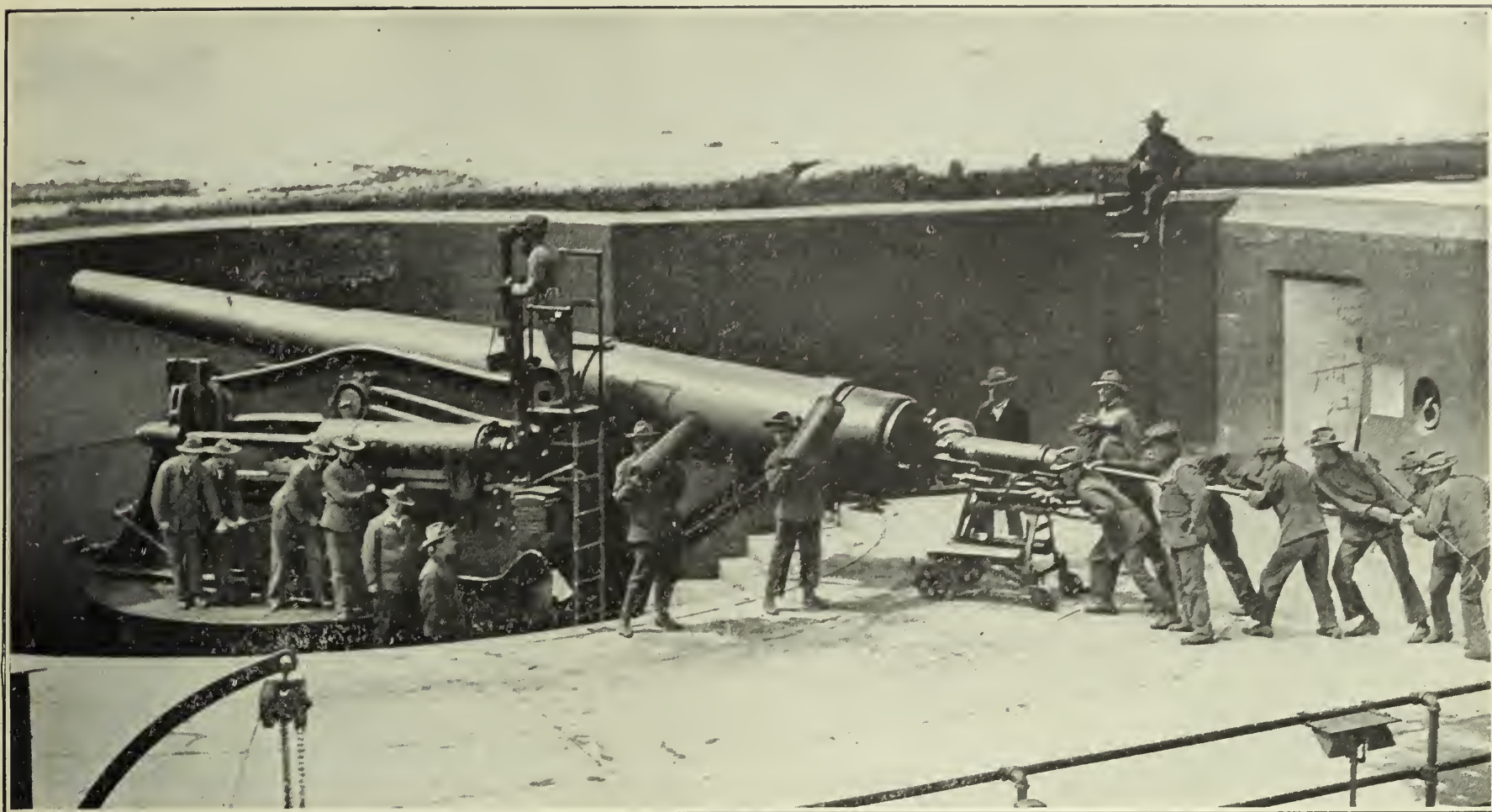
COPYRIGHT PRESS ILLUSTRATING SERVICE
ARMY OFFICERS IN THE MAKING

At the United States Military Academy at West Point, the future commissioned officers of the army receive their initial training. The photograph shows a new class of recruits, with their right hands raised, being sworn in. The discipline at West Point is even more strict than in the army and the courses of instruction are so rigorous that about one-fourth of those who are appointed by their Congressmen fail to pass the entrance examinations and only a little over a half finally are graduated. The four years of technical instruction and the four summers of army camp life make well-trained officers of those who escape the eliminations of examinations.

COPYRIGHT INTERNATIONAL FILM
A VOLUNTEER COMPANY OF BELL BOYS

Not far down the Hudson River from West Point, 300 bell boys from New York's finest hotels are drilling daily on the roof of the Biltmore. Twenty-four floors above the streets, former army officers march the volunteers forward and around and teach them the manual of arms. It is expected that a complete regiment can be recruited from New York's hotel employees and an increasing number are daily joining the company. At present it is necessary to drill the men in squads when they are not on duty but those who are fostering the movement expect later to have better facilities for training.





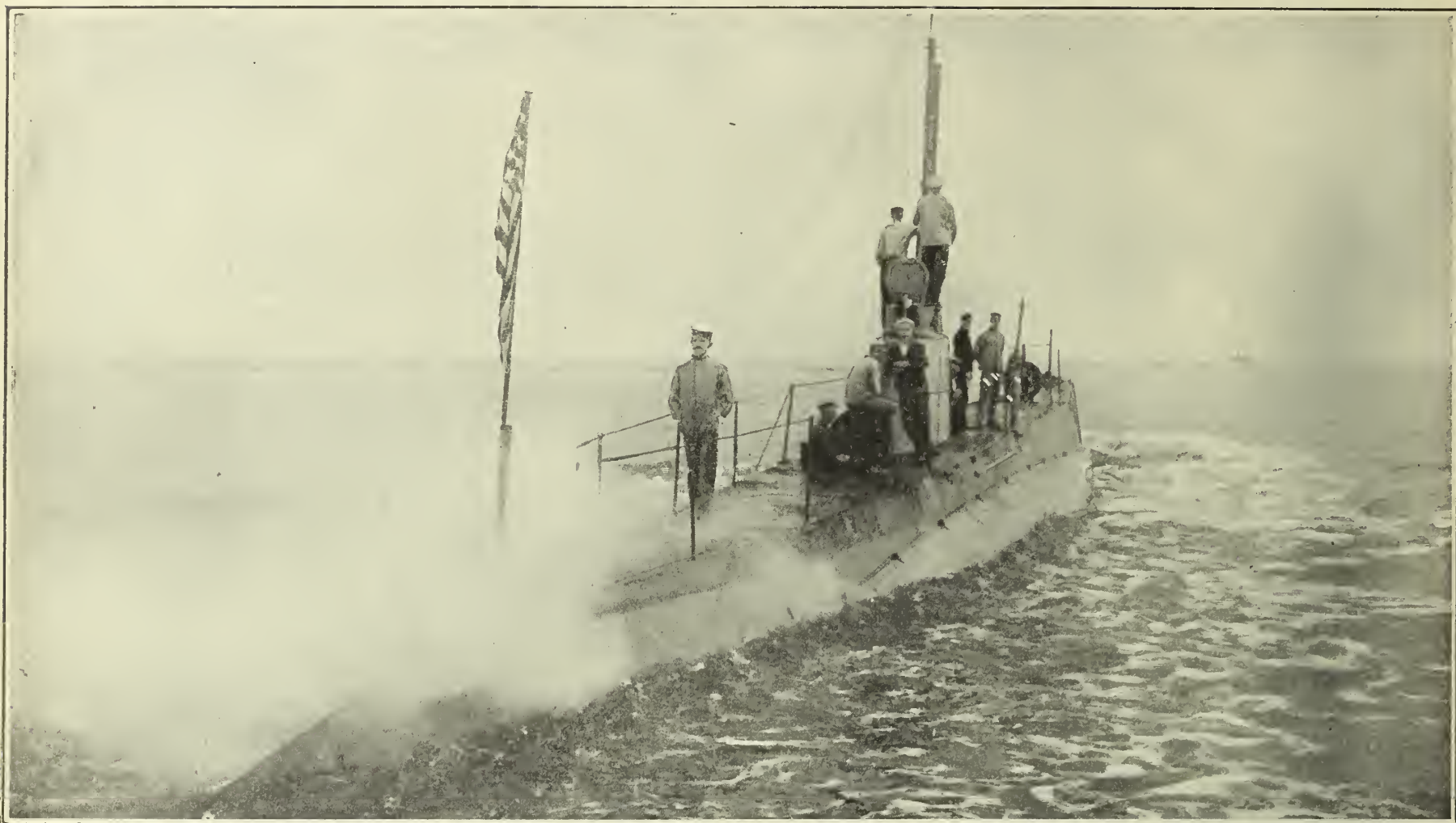
DISAPPEARING GUNS: AMERICA'S EFFICIENT COAST PROTECTORS

PHOTOS COPYRIGHT BROWN AND DAWSON

The type of gun used in our coast defense stations is the most modern employed in the protection of any country. The disappearing carriage and the turrets of battleships are the only large mountings which afford protection to the gun, its carriage and the firing crew. The two pictures on this page give a striking presentation of one of our 13-inch guns during the processes of loading and firing. In the upper picture, the firing crew is pushing into the breech the big shell which has just been rolled up on a truck of exactly the right height to bring the shell into position for loading. When the shell is in place and the breech-block locked, the gun is raised above the embankment by motors, fired

and immediately returned to concealment. The loading and aiming can be done while the piece is entirely concealed, and once the gun is trained on its mark only the muzzle appears above the wall and that for just a moment. Large disappearing guns can be fired as rapidly as ten times in 17 minutes. When the gun is fired, the force of the explosion, or recoil, throws the gun back, horizontally, until the muzzle has cleared the wall, after which the entire barrel sinks almost straight down and comes to rest in position for reloading. The remarkable picture at the bottom, taken just after the gun had been fired, shows the carriage recoiling and returning to the loading position.

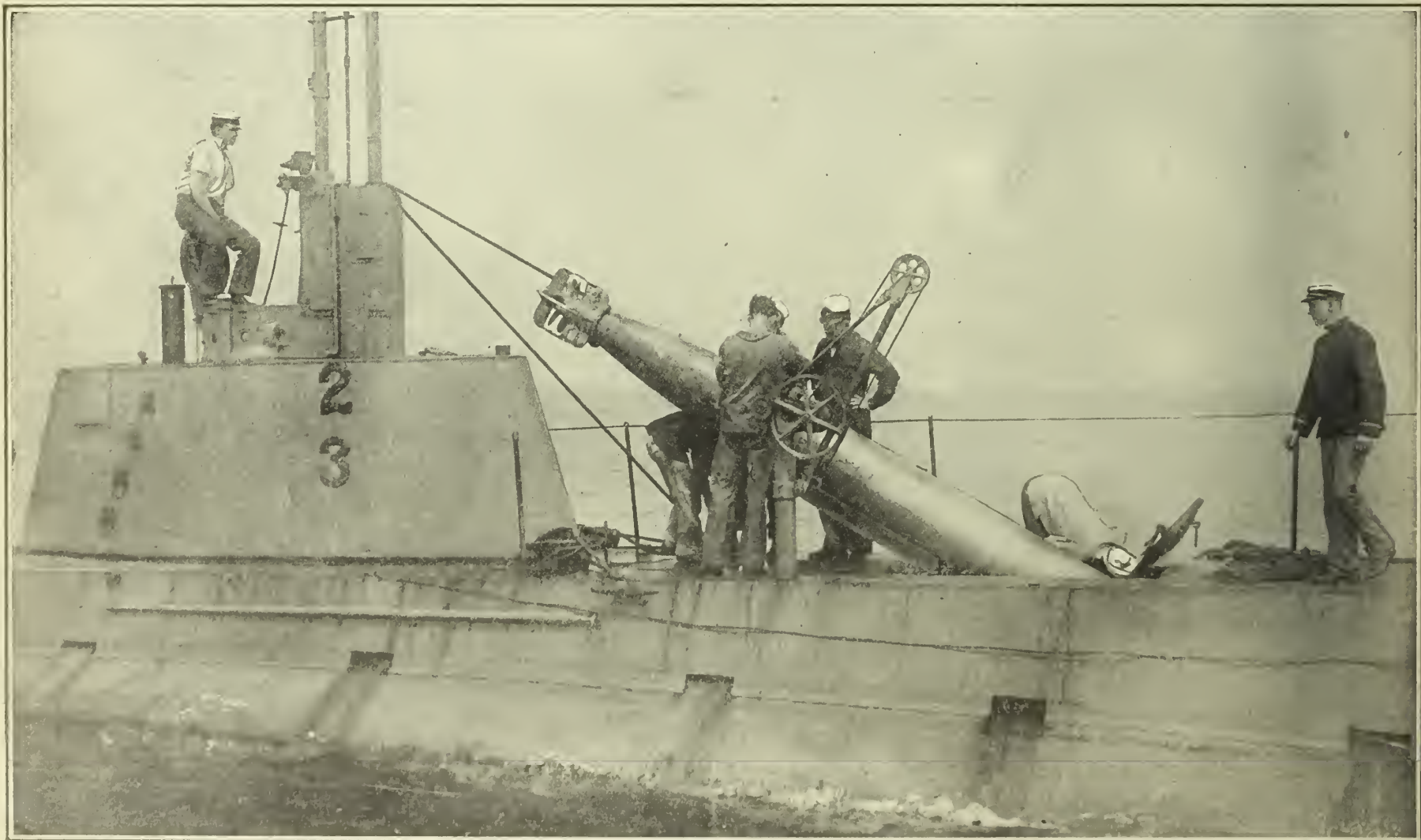
OUR SUBMARINES AT WORK



COMING TO THE SURFACE AFTER FIRING A TORPEDO

The U. S. submarine *D-3* during maneuvers in Narragansett Bay, showing the undersea craft just after she had sent a torpedo on a trial run. The vapor from the discharge still hangs about her.

The torpedoes used in practice are minus the war head, which contains the explosive charge, and are picked up and returned to the vessel. The performance of each torpedo is carefully recorded



REPLACING THE TORPEDO IN THE TUBE PREPARATORY TO ANOTHER RUN

Latest type of torpedo, probably very similar in appearance to those used by the German submarines with such deadly effect. It has been picked up from the water and is being lowered into the

boat preparatory to being adjusted and replaced in the tube. Torpedoes are self-propelled and have such finely adjusted steering apparatus that they can be set to run on straight or curved lines.

MAKING SOLDIERS AT COLLEGE



THE FIRST REGIMENT OF THE UNIVERSITY OF ILLINOIS PASSING IN REVIEW

At the University of Illinois, at Urbana, 12 army officers, headed by Maj. R. W. Mearns, are detailed by the War Department to give instruction in the required military courses of the first and second years and in the elective course in Military Art. The largest college brigade in the country, 2,200 cadets, organized in three regiments, each with its own band, is here, as is also the largest college armory, recently completed at a cost of \$500,000. As a "land grant college" the university receives part of its support from the Federal Government in return for maintaining a military department



SOLDIERS-IN-THE-MAKING AT CORNELL UNIVERSITY PITCH CAMP AMID THE UNIVERSITY BUILDINGS

Cornell University, at Ithaca, N. Y., is another of the progressive universities in which military training has become a part of the curriculum. The military department there, created when the university was founded in 1865, now is organized on a regimental basis with two regiments of full strength. Military training is required of freshmen and sophomores. Willard D. Straight, Cornell 1901, a member of the firm of J. P. Morgan and Company, recently presented the university with full field equipment for 600 men. F. S. Marlow, of the class of 1910, the

first man to gain the rank of Colonel at Cornell, sees in the National situation an opportunity for the men who as undergraduates learned the manual of arms to be of national service. Cornell men believe that a full regiment of alumni could be raised over night in an emergency. Other universities are falling into line. Princeton is among the latest. Nearly 1,000 men have joined the provisional battalion established there. It was also announced that plans were under way for an aviation school at Princeton.

MUNITIONS OF MODERN WARFARE

BY THOMAS F. LOGAN

GENERAL GRANT, in explaining the reasons for his success in the Civil War, said that he knew little strategy and that the best way to win a battle was to have more men than your adversary, then find the adversary's weak spot and pile your men against it.

There has been relatively little strategy in the European war, but success now depends on munitions, rather than men. There is just the same need for bravery as there was in earlier wars. In fact there is greater need, since the percentage of deaths among those actually engaged in battle has been measurably increased.

The tremendous successes of the Germans at the beginning of the European war were due largely to the fact that Germany had the greatest supply of ammunition and the greatest number of guns possessed by any nation in the world. In the first year of war Great Britain managed to raise an army of 3,000,000 men; yet the army was useless because there was an insufficient supply of munitions in England.

The Russian army was driven back because of the same shortage in guns and ammunition. Now Japan is manufacturing hundreds of millions of dollars' worth of munitions for Russia. Millionaires have been made in Tokio through the manufacture and sale of munitions almost in equal number to those made in New York and Wilmington. There are "war brides" in Tokio as well as in New York.

Soon after the war began it became evident that the success of any nation would depend largely upon its supply of munitions. It was stated that in the bombardment of the Belgian forts almost as much ammunition was used as during one year of the War between the States. Yet the guns and ammunition used in those early battles are almost insignificant when compared with the enormous quantities of ammunition and the enormous size of the guns used at Verdun.

"Every month," said Lloyd George to the House of Commons in London recently, "we are turning out hundreds of guns and howitzers, light, medium and heavy. Our heavy guns are rolling in at a great rate, and we are turning out



THE FULLY EQUIPPED AMERICAN SOLDIER

LEET BROS.

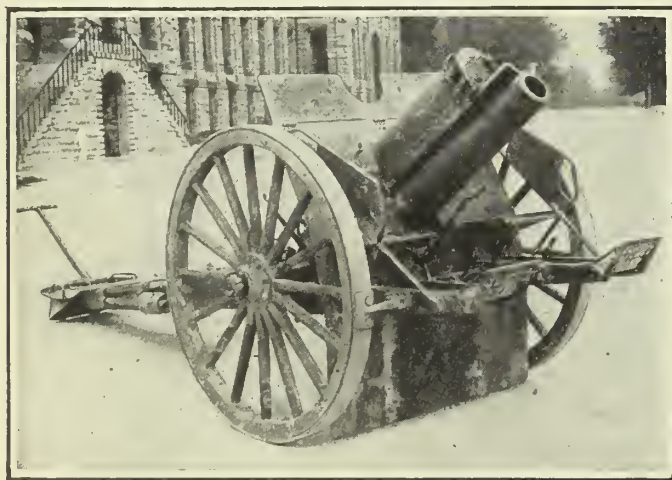
modern Enfield rifles. The rifles were to cost \$30 apiece. The whole contract amounted to \$60,000,000. The Remington Arms Company started to build a factory and plant that now covers sixteen and a half acres at Eddystone. It is the biggest plant under one roof in the world.

Yet it is only within recent months that this company has been able to equip itself for the turning out of 2,000 rifles a day. The plant first had to be built, ten or twelve steel companies had to be set to manufacturing lathe and other equipment and the country had to be scoured for the black walnut which is used in the stock of the rifle clear to the muzzle. The plant expects to increase its output to 4,000 rifles a day, but even at this tremendous rate it will be impossible to supply 2,000,000 rifles, as called for in the contract, until another year has passed. Yet even then there will only be enough rifles, so far as this contract is concerned, to equip half the British army. Of course, Britain is turning out rifles of her own.

Owing to the blockade of her ports, Germany has had to prepare all her own munitions. Where Great Britain and France have been able to draw upon the United States, and Russia upon Japan, Germany has had to rely upon her own munition-makers. Germany already had some of the best munition plants in the world and has added many others.

All the great battles have been won or lost through munition and gun superiority or inferiority. All the armies in Europe have shown equal courage and tenacity. The range of the guns, however, is almost incredible, being in some instances twenty-five miles. The shells used can destroy a full company of men. The great battles are being fought largely with artillery and in this branch of military equipment the United States is weakest.

Brigadier General William Crozier, Chief of Ordnance of the United States army, when he appeared before the military affairs committee of the Senate last January, said that this Government either had built or had under construction 225 batteries of four guns each—that is to say, 1,000 guns. The



EXCELLENT AMERICAN GUN OF ITS CLASS

Front view at forty degrees elevation of a 4.7 inch howitzer with a carriage of the model of 1908.



A USEFUL PIECE OF ARTILLERY

Three-inch American gun with a carriage of the model of 1902. It is about the size of the famous French "75".



A GOOD WEAPON IF NOT AMONG THE LARGEST

The 4.7 inch gun with a carriage of the model of 1906. It is not designed for attack on trenches or forts.

nearly twice as much ammunition in a single week and—what is more—nearly three times as much of heavy shell, as we fired for the great offensive in September, although the ammunition we expended in that battle was the result of many weary weeks' accumulation."

So complete is the realization of the British Government that success in modern wars depends upon munitions made at home, rather than upon the men who are laying down their lives at the front, that half the metal workers of England have been engaged upon work for the British navy. The task of building new ships and repairing the old ones for the gigantic navy of Great Britain and fitting and equipping such ships occupies the energies of a million men. Hundreds of thousands of men and women hitherto unaccustomed to metal and chemical work have been trained for munition-making. Two million men and women are actually engaged in the manufacture of munitions for the army of five million men at the front. This figure merely includes those who are actually engaged in manufacturing shells and guns. There are three million men who are manufacturing other supplies, such as shoes, clothing, saddles and other necessities of the soldiers.

No nation can provide itself with sufficient munitions

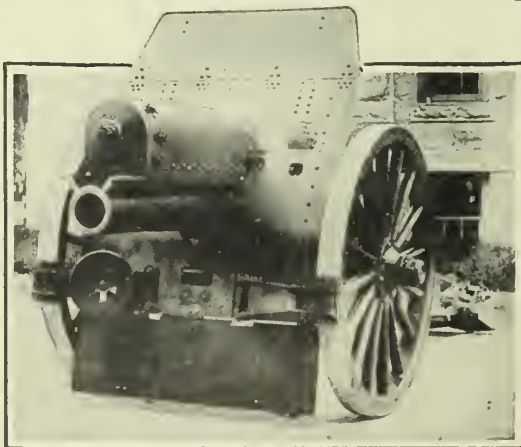


PHOTO COURTESY OF WAR DEPARTMENT

HEAVIEST FIELD GUN IN OUR ARMY

6-inch howitzer with a carriage of the model of 1908. It fires a projectile of only 120 pounds, with a range of 7500 yards. The 42-centimeter gun used in the European war fires a projectile of between 1600 and 1800 pounds with a range of twenty miles.

heaviest of these is a 6-inch howitzer, which fires a projectile of 120 pounds weight, with a range of about 7,500 yards. He was asked by Senator du Pont of Delaware, who fought in the War between the States, how this heaviest gun in the United States army compared with the 42-centimeter gun of the German army. The power of the projectile, as measured by its weight, was very much less, he said. The 42-centimeter gun, which is the one most used in Europe, fires a projectile weighing between 1600 and 1800 pounds. The United States Government, however, is contemplating a new model of this 6-inch howitzer, newer than in any of the European armies today except perhaps in the Italian army, and it is expected to have a greater range than the 42-centimeter howitzer of which this Government has definite information.

The American Government has in hand a sufficient number of guns of large calibre to supply an army of about 200,000 men. The ammunition and guns already in possession of the Government would hardly last through one battle like those at Verdun. The greatest asset of the United States so far as preparedness is concerned is to be found in the numerous munition and gun factories which have grown up to supply the needs of Europe.

FEEDING UNCLE SAM'S ARMY



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UP TO THE ELBOWS IN DOUGH

Everything is man size in an army bakery. Bread forms an important part of every meal. This bakery produced daily 2,000 loaves of bread, each of which weighed four pounds when it left the oven. The "doughboys," speaking in terms of baseball, call their work a double play—mixer to pan to oven and out



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A WAGON LOAD OF ARMY BREAD

Outside the baker's tent the freshly baked bread is piled and from this pile the Mess Sergeants haul away the bread allotted to them for the men in their care. The bread does not suffer from the harsh treatment shown in the picture. His other supplies, beans and coffee and canned goods, the Sergeant draws from the Commissary. The Mess Sergeant is a man of no mean power. It is he who makes out each day's menu and turns it over to the cooks for execution.



COPYRIGHT INTERNATIONAL FILM

HOT MEALS ON THE MARCH

The new types of traveling kitchens are especially valuable where the men have only temporary camps. In the various compartments of this "slum gun" the men's meals can be cooked, and can be kept hot for hours. At the first sound of the mess call on the bugle, the men line up, each carrying the two pans and cup which form his mess kit, while his knife and fork are stuck in his puttees



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PREPARING A QUICK LUNCH

Everything for the soldier's meal must be in convenient shape for quick serving when mess call sounds. Liquids are equally ladled out and bread, sliced and piled, is given to each man as he passes in line. Quick service requires the careful preparation, which these men are performing. In the regular army the cooks are usually enlisted men, sometimes enlisted men develop into cooks, and in some cases professional cooks, who know how to feed large groups of men, are hired for the work.



COPYRIGHT INTERNATIONAL FILM

NEATER THAN IT APPEARS

To feed an army on an allowance of 29 cents per day per man, it is necessary to cook the food in large quantities. Soup, for instance, is made in pans the size of a wash boiler, and when the soup is served, the tub is filled with hot soapy water, into which each man dips his dishes, at the end of the meal. Sand is found useful for scouring and a few jabs into the ground cleans a knife and fork well. No litter of any kind is permitted near the kitchen.

All refuse is burned in incinerators and great care prevents the accumulation of anything which might breed disease.

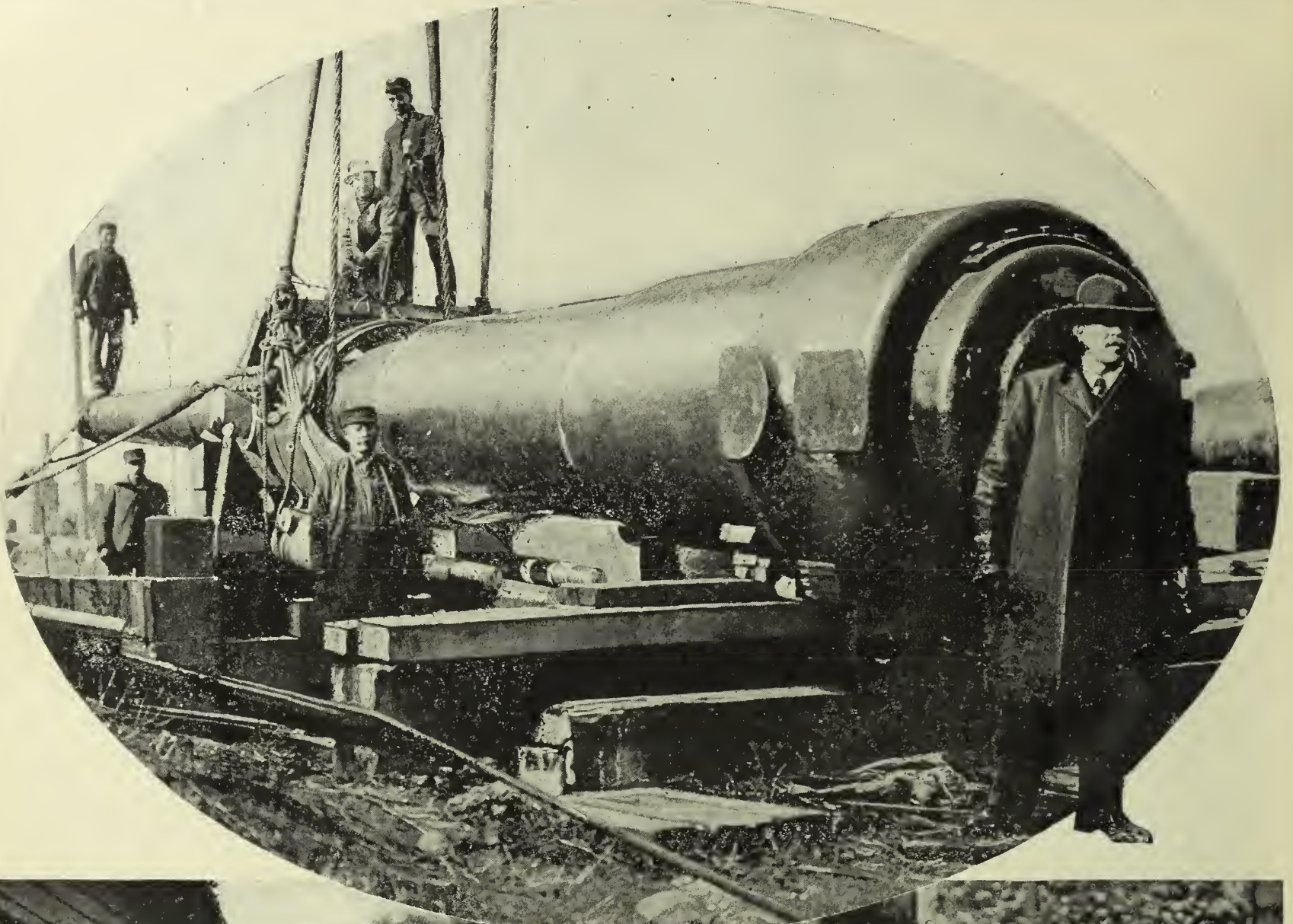


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THIS MIGHT BE A PICNIC, BUT IT ISN'T

In permanent camps and cantonments, Uncle Sam provides mess halls, inclosed and floored, but in temporary camps and on the march the men find their tables and chairs on the ground. Table manners may suffer, but appetites are nowhere better than in the army.





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A WATCH-DOG AT OUR GATES

There are two kinds of coast-defense guns, mortars or howitzers, designed to shoot high in the air and drop shells on the decks of approaching ships, and flat trajectory guns, such as this 16-inch gun, on its way to be mounted at the new coast defense base at Rockaway Beach, near New York City. This gun is 49 feet long and weighs 285,000 pounds and is similar to those which guard the Panama Canal. Guns of this type are more accurate than mortars. A 12-inch mortar can pierce the three inches of nickel steel which protect a battleship's deck and a 12-inch rifle can penetrate the 15 inch armor belt of a ship. A 14-inch gun of the type shown here weighs 51 tons and has a range of 19,000 yards. It requires 349 pounds of powder to fire the shell which weighs 1660 pounds, costs \$800, and carries an explosive charge of 88 pounds. At the United States Naval Magazine at Iona Island, 40 miles up the Hudson River from New York, thousands of great shells and millions of pounds of powder are stored. In the four powder filling stations, each isolated from the others, every care is taken to guard against sparks. The miniature railway which covers the 116-acre reservation is driven by compressed air.



THE POWER BEHIND ONE BIG SHELL

Smokeless powder used in big guns is in the form of perforated cylinders. It is sewed up in a muslin bag holding 100 pounds and a small igniting charge of quick-burning black powder. The bags are sealed up in copper cases for storage. Four bags go behind a 14-inch shell.



AMMUNITION FOR A COAST DEFENDER

This 16-inch shell weighs 2400 pounds, carries a heavy exploding charge, and requires 667 pounds of powder to fire it. It can pierce the thickest armor plate used by the ships of any nation and has a range of nearly 21 miles. The huge shell travels at a speed of 2250 feet per second.

MOTORISTS' PART IN DEFENSE

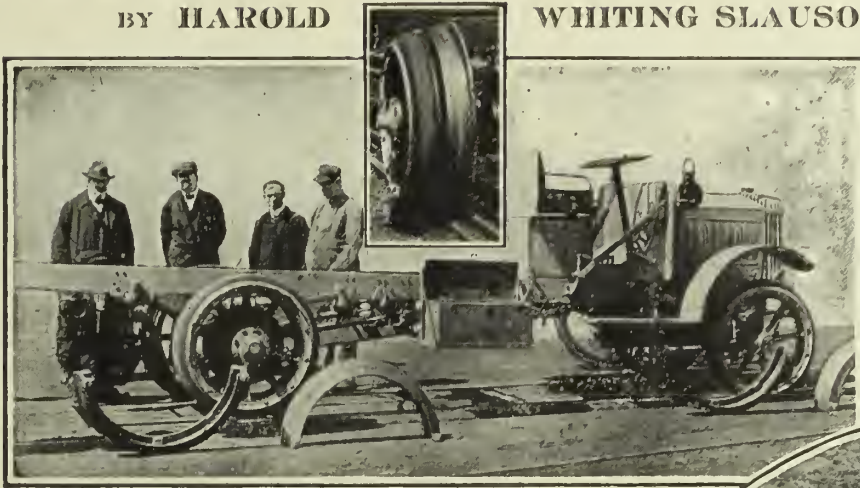
BY HAROLD

WHITING SLAUSON

BECAUSE the European conflict has been called a gasoline war, it may seem to many that the automobile-mounted battery and the self-propelled fortress are holding the center of the stage. But they are not; gasoline power is used to a far greater extent for the transportation of troops and supplies than for propelling a foundation on which is mounted a high-range rifle or an armored machine-gun. To be sure an army travels on its stomach, but nowadays its stomach travels on four rapidly-moving wheels.

It is the motor car of peace, susceptible to the requirements of war, which forms the nucleus of our transportation preparedness. The motor busses of Paris transported the French and Belgian troops by the thousands to the frontier to resist the invasion of Belgium. Had pleasure cars been as plentiful in Paris as they are in any one of our largest cities, 200,000 troops could have been moved 100 miles every five hours. The motor cars owned in New York State alone could transport a million men from New York City to the eastern limit of Long Island in three or four hours—provided, of course, some method were found to overcome the difficulties of congestion at the bridges and on the main roads. It is not a lack of equipment, rather it is a lack of the organization, the experience, the practice which would enable us to mobilize these men and machines in the shortest possible time.

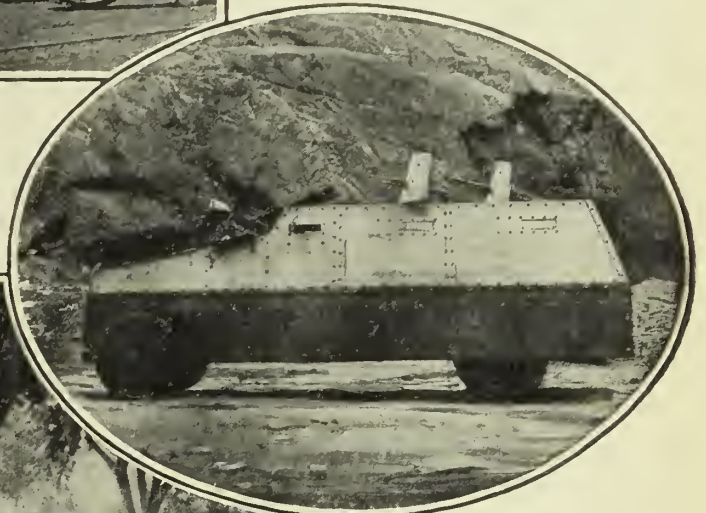
But with a view to overcoming this defect, it is proposed, previous to maneuvers to be held in summer, to enlist 2000 car owners in New York City who will signify their willingness to loan their machines for a day's mobilization. With these 2000 machines it is to be determined how quickly 10,000 members of the National Guard, previously assembled in the armories, can be transported to a designated camping ground. This will form the nucleus of



FITTED FOR ROAD OR RAIL

"Traveling the ties" is hard on a motor truck. Flanged wheels, which enable the vehicle to run on the rails, have been used with considerable success. Heretofore these have required the entire removal of the truck wheels and their substitution by those of a special type. In the above truck a special form of flange may be bolted directly over the tire on each wheel, thus saving space and weight, as well as hours of time in making the change.

their every-day uses of peace these trucks are merely performing the same services which they would be called upon to do to a larger extent in time of war. The trucks which were ordered by the Government at such short notice, and which responded with such wonderful work in the Mexican campaign in which they proved their ability to travel over the rocky trails and arid wastes, were none other than stock models of commercial vehicles provided with special types of easily replaceable bodies which made them suitable for the protection and



NEW YORK'S FIRST ARMORED CAR

This is one of several presented to the New York National Guard by public-spirited business men of New York City. A special armored car squad was then formed in the National Guard.



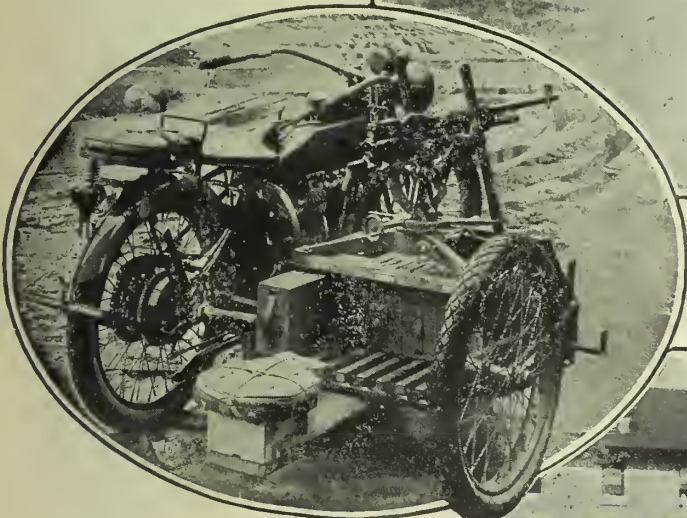
EVEN BANDITS USE AUTOMOBILES NOW

The Mexican bandit chief Fierro used an American-built car to convey him and a portion of his personal supplies over some of the roughest tracks in Mexico. This photograph was taken a few days before Fierro's death in an encounter with Carranza's forces.

conveyance of the particular supplies to be transported. In fact, these trucks were literally "shipped from stock," and the changes in bodies were made by the soldiers after the vehicles had reached the front. Even the heavy truck with its maximum speed of but ten miles an hour is able to carry its four or five tons of supplies at a rate considerably in excess of that averaged by the finest cavalry, and students of military history have found it necessary to revise what had come to be looked upon al-

most as axioms in the service. Whereas the rate of progress of an army has hitherto been limited by the speed of the pack and supply trains, we now find the modern army mule reaching its destination, not only ahead of the infantry, but of the cavalry as well—and if the infantry is to be transported by wheel, the cavalry will become the slowest moving unit of the army. And for the supplies of the modern "flying squadron," the small, light, high-speed half-ton delivery trucks of the present may be used to good advantage. With their pneumatic tires, thousand-pound capacity and speed abilities in excess of 20 miles per hour, they serve their military uses fully as well as their mightier brothers.

And even the owner of a motorcycle may feel that his mount may serve his country in time of need. As mountings for scouts and dispatch bearers motorcycles have already demonstrated their reliability and usefulness, not only in maneuvers, but in the present Mexican campaign as well. But, if to every tenth motorcycle in this country could be added a side car chassis on which had been mounted a machine-gun and light steel protective shield, similar to the type recently adopted by the Government, we should indeed have a valuable force.

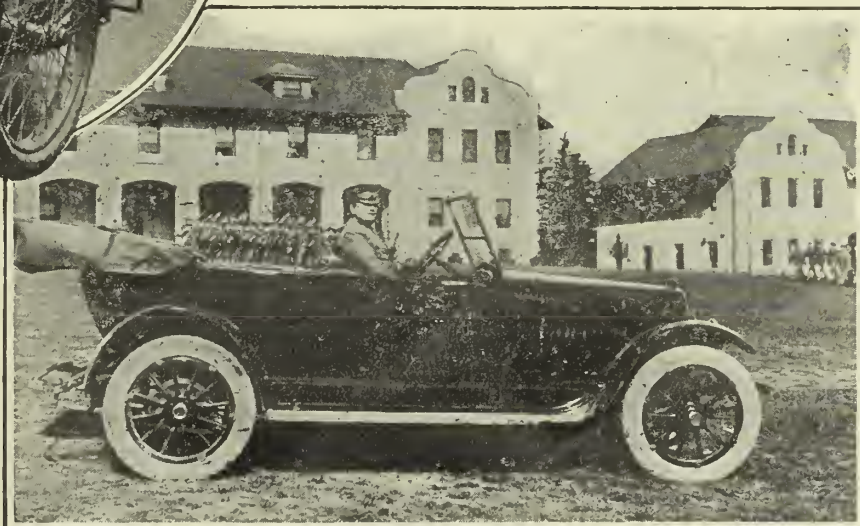


A MILITARY HORNET

A two-cylinder motorcycle to which a side car chassis has been attached, carrying a machine-gun and operator.

a plan which will make possible, with our present privately owned equipment, the quick concentration of men and supplies at any desired point along our rapidly increasing network of good, hard-surfaced highways.

But the pleasure car is not the only vehicle of peace which may be turned to the work of war. The army mule of the day is the truck which we see hauling canned goods to our grocers, meat to our butchers, or our trunk to the railroad station. In



THE PATRIOTIC USE OF A PRIVATE PLEASURE CAR

A major of the United States Artillery uses his newly purchased personal car for observing the maneuvers of his battalion.

OUR AMERICAN VOLUNTEERS

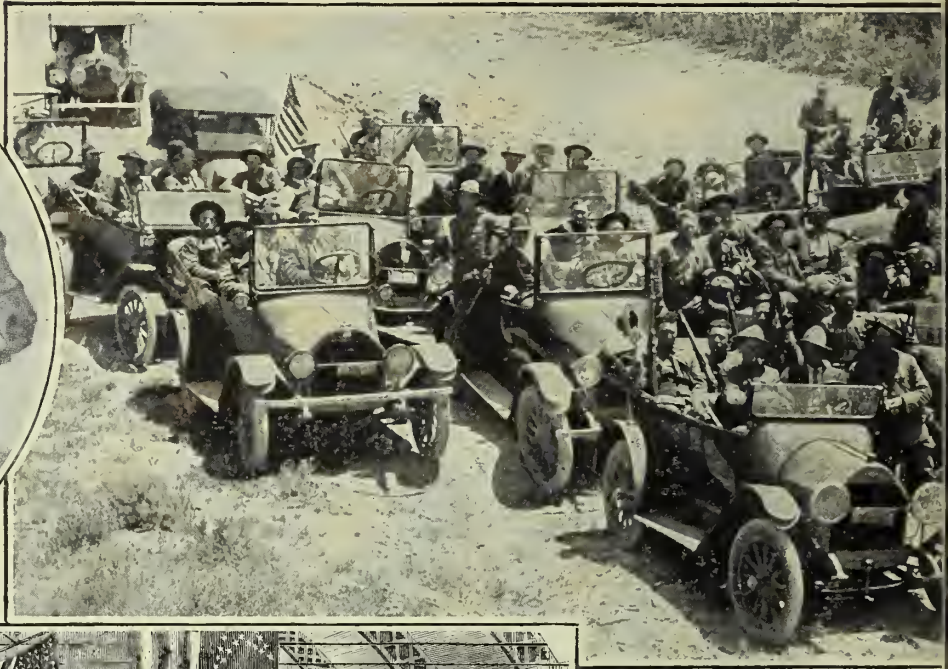
INTERESTING COMPARISONS FROM 1898 TO 1918



FROM LESLIE'S OF
SEPTEMBER 20TH, 1898

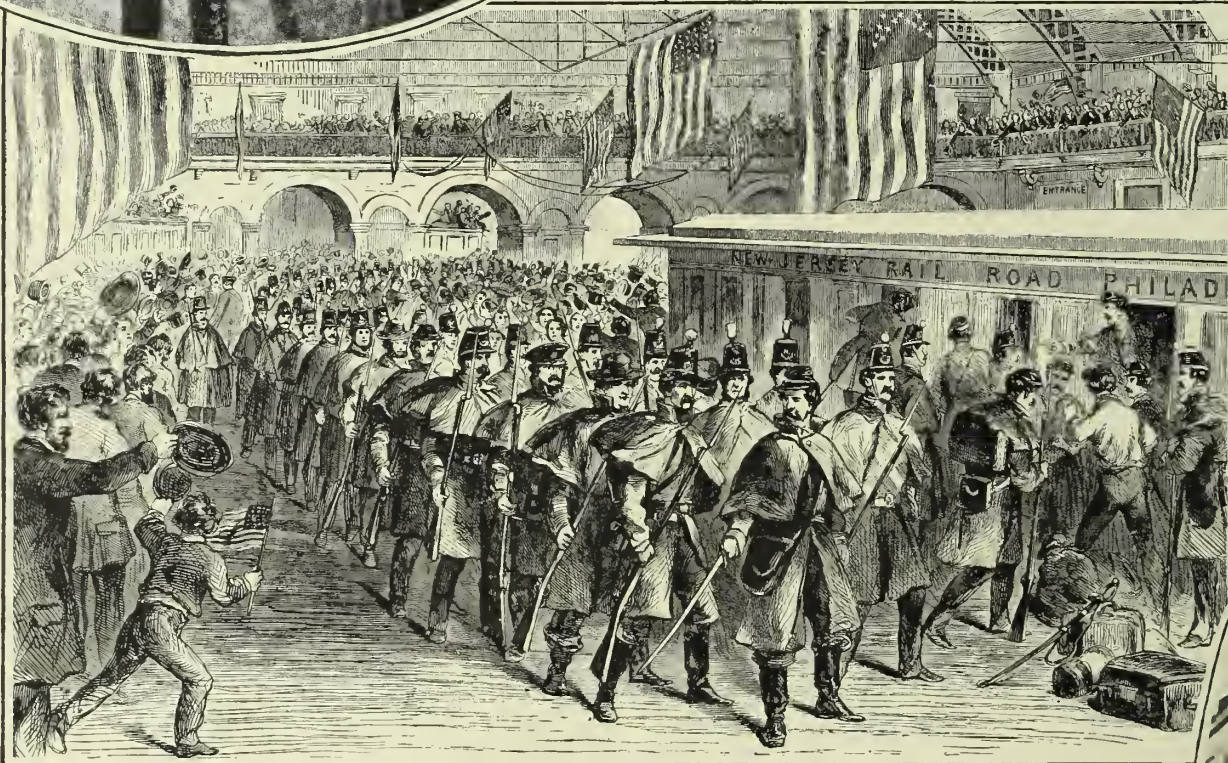
MOST FAMOUS ROUGH RIDER

Colonel Theodore Roosevelt, at Camp Wikoff, Montauk Point, Long Island, after his regiment of Rough Riders had returned from Cuba. He was, at the time this picture was made, the nominee of the Independents for Governor of New York and was later nominated by the Republicans.



UP-TO-THE-MINUTE

The Idaho regiment of volunteers being entrained for the Mexican border. The change of citizens and the movement was exacting big changes in the handling of troops increased use of motors. Gasoline has changed

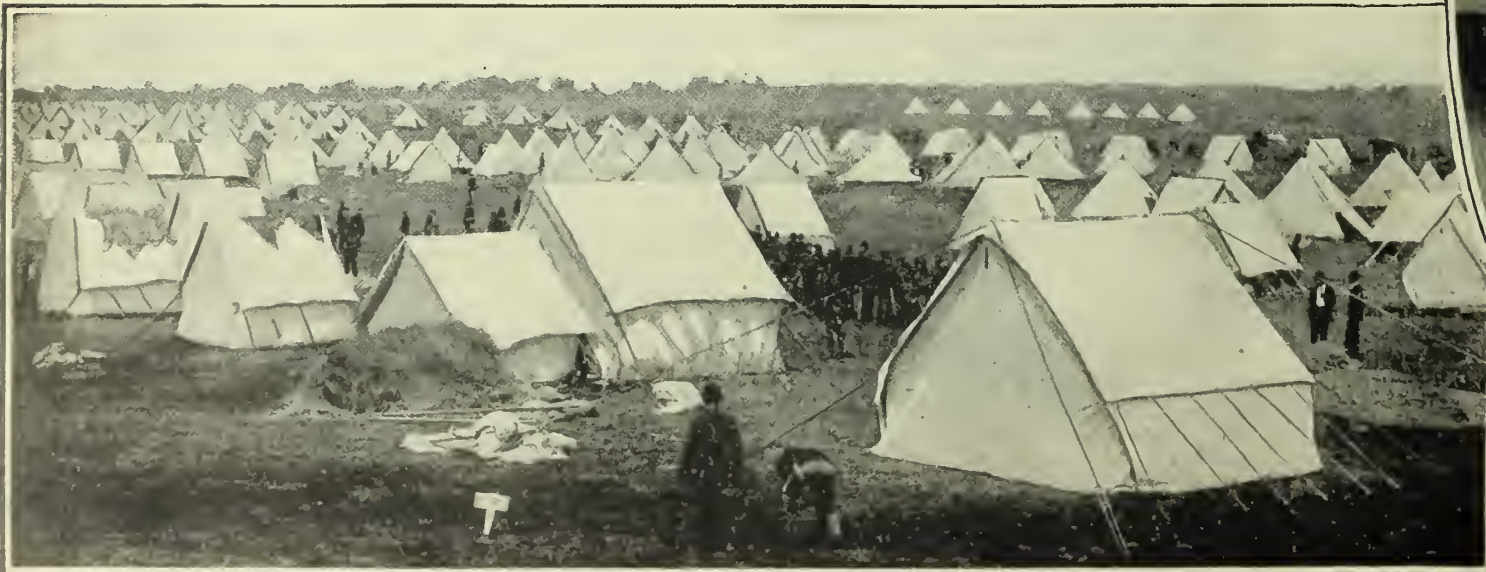


SIXTH MASSACHUSETTS ENTRAINING FOR THE SOUTH

FROM LESLIE'S OF APRIL 30, 1901

A spirited drawing of this famous regiment at the Jersey City railroad station, from where it left for the front in the War between the States. The varieties of head dress indicate a state of preparedness about on a par with later periods. The intensity of feeling developed by the War

between the States was lacking in the Spanish war and in the threatened trouble with Mexico. Both these were merely military police work and not serious struggles. It is a sad commentary on our national foresight and efficiency that both found the country unprepared to meet the situation.



A GLIMPSE OF CAMP BLACK, HEMPSTEAD, N. Y.

FROM LESLIE'S OF JUNE 8, 1900

Part of the New York Guard was mobilized here at the outbreak of the Spanish war. Note the wall tents with extra flies. These have now given way to round marquee tents for camp and the small shelter tents, or "pup" tents as

the soldiers call them, for the march. A marquee tent accommodated six or eight men. It is supported by a pole in the center and is easily loosened and drawn up around the pole to allow the ground under it to dry out.

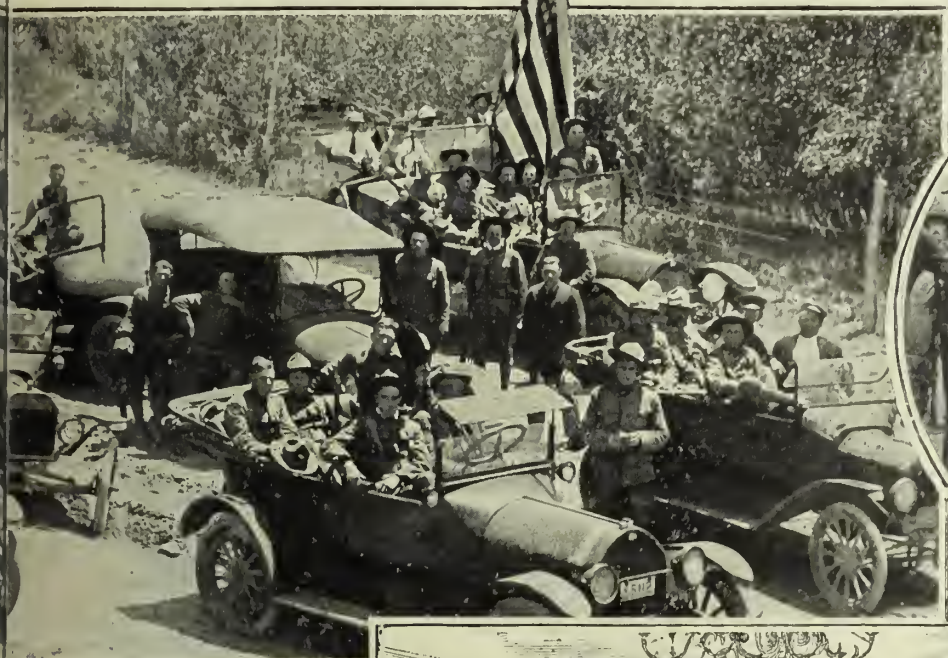


A GREETING FROM

New York City's crack regiment arriving at the front. The pretty Texas girls, many of whom are from the best families in New York in day coaches but was trained

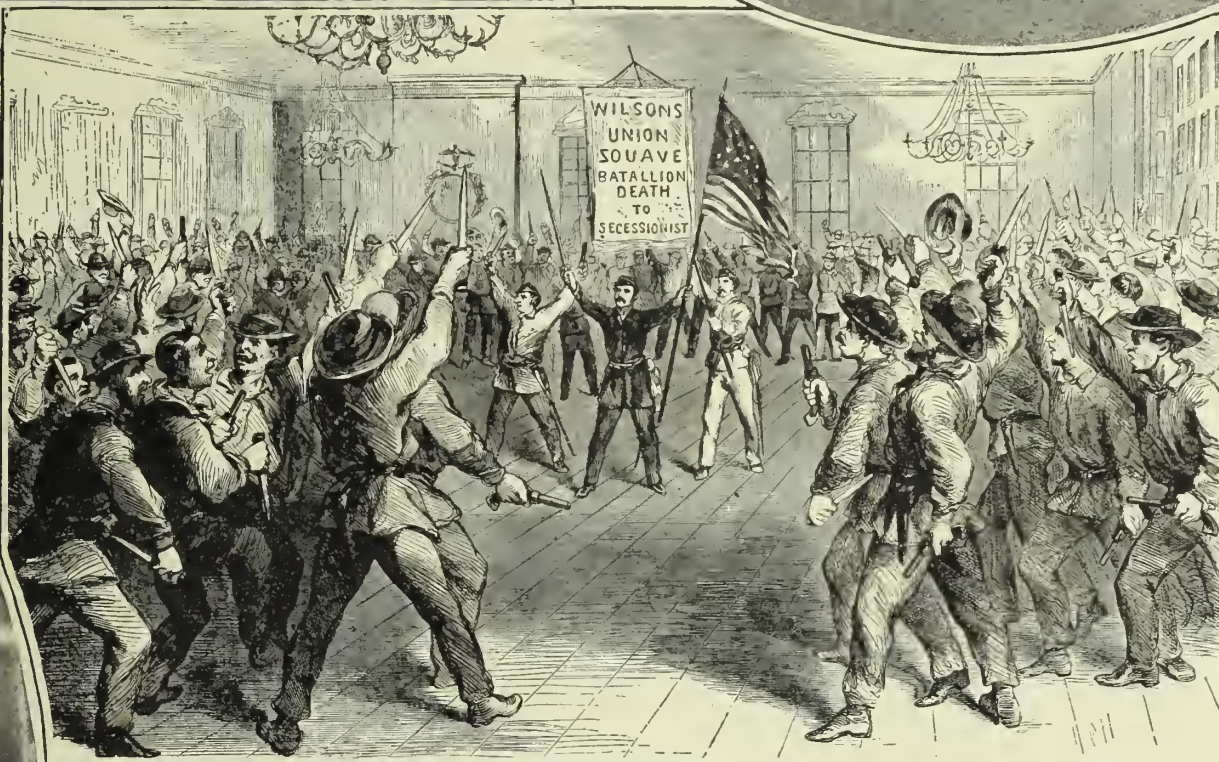
TEERS IN THREE WARS

LESLIE'S OF THE BOYS OF '61, '98 AND '16



TRANSPORTATION

taken in automobiles to the station to
hines were loaned by a large number
d with great promptness. Most of the
e 1898 are due in some way to the in-
d warfare more than any other material.



WILSON'S ZOUAVES AT TAMMANY HALL SWEAR TO GO THROUGH BALTIMORE

Colonel William Wilson's Zouaves were mustered into service at Tammany Hall, New York City, for service in the War between the States, and after being sworn into the army took an unofficial oath to go through Baltimore or die.

Baltimore was divided in sentiment and many of its citizens were hostile to the Northern troops that passed through on their way to the defense of Washington; hence the Zouaves' oath. Excitement was at fever heat in North and South.

EAGER FOR A BRUSH WITH THE SPANIARDS

The Twelfth Regiment of New York Volunteers in heavy marching order at the State Camp at Peekskill, in 1898, ready to entrain for a Southern concentration camp. They have just been sworn into the national military service. Like the Guardsmen of 1916 they were all eager to see actual service. The equipment then and today was much alike as is shown by a comparison of this photograph with that of the Seventh New York regiment in the lower right hand corner of the page. Both differ greatly from the Sixth Massachusetts of 1861, to the extreme left.



THE SEVENTH

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at Camp McAllen, Tex., was the center
smiled sweetly on the boys in khaki,
the metropolis. The Seventh left New
erred to Pullman cars en route.

FINE SPORT WHEN THE TEMPERATURE IS 115 IN THE SUN

The Seventh New York marching from the train to camp at Camp McAllen. The men were carrying their campaign equipment, weighing about 50 pounds, and the day was hot, even for Texas, where the temperature is frequently 115 in the sun and occasionally higher. It was later found necessary to relieve the

northern troops from heavy military duties during the heat of the day until they became acclimated. It was freely predicted that the Guard would be kept along the border until fall, and then sent home. Only the most optimistic Guardsmen had any hope left of fighting Mexicans.

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HAWAII'S GUARD OF MANY NATIONS



CHINESE GUARDSMEN HAVE A COMPANY OF THEIR OWN

WEITENBERG

The National Guard of Hawaii is sixth in size among all the State organizations, being about equal to that of Illinois. Its members come from many nationalities. Company H, First Infantry, N. G. H., is made up exclusively of Chinese, the only one of its kind in the service

of the United States. It is a good looking company, as the photograph shows, and one of its sergeants, James Ho, stood 26th out of 700 participants in National Rifle Match at Jacksonville in 1915, an unusual record for a recruit. The company was organized in 1914.



THIS COMPANY IS MADE UP EXCLUSIVELY OF NATIVE HAWAIIANS

WEITENBERG

Company I, First Infantry, N. G. H., is 140 strong and every man is a native Hawaiian. There are 39,000 Hawaiians in the islands, and one out of every thirteen, or 3,000, are in the National Guard. They form about 60 per cent. of the total strength of the Guard. Among the other nationalities in the Guard are British, French, Russians, Portuguese, Filipinos, Japanese and Porto Ricans. Generally these different nationalities serve in the same companies, although

there is one company exclusively of Filipinos. If the entire United States had a National Guard as large in proportion to the total population as Hawaii's we would have 8,000,000 organized militiamen. The Guard has been well organized and equipped by the Territorial Government at a minimum expense since most of the armories are furnished by private individuals or corporations. Hawaii has been a part of the United States for only 18 years.

WAR ALONG THE MEXICAN BORDER

STORY OF THE COLUMBUS
ATROCITY TOLD IN
PHOTOGRAPHS MADE
FOR LESLIE'S



SCENE OF THE TROUBLE

Bird's-eye view of Columbus, N. M., looking from the south, from which direction Villa advanced with 1,500 bandits and attacked the town.



READY FOR ANOTHER BRUSH

United States regulars lying prone, in close formation, and prepared to resist attack by an enemy in mass. Our troops on the border were as well trained and as well seasoned for active and trying duty as any soldiers in the world.



WHOLESALE CREMATION OF DEAD BANDITS

Burning the bodies of nearly 100 of the invading Mexicans killed by the American soldiers during the fight at Columbus. Twenty-five more bodies of Mexicans were found.



AN UNHAPPY HEROINE

Mrs. Maud Hawk Wright, an American woman whose husband was killed by Villa's men at her home in Mexico and who was forced to travel for nine days with Villa's band. After the attack on Columbus she was set free and she afterward recovered her baby which the Mexicans took from her.



WHERE THE MEXICANS APPLIED THE TORCH

Ruins of buildings which were set on fire by the Mexican raiders and destroyed. In the foreground is shown Jolly Garner, a customs border rider who, with his partner Ben Aguirre, rescued Mrs. Rachel Walker from a burning hotel by tying sheets to her arms and lowering her from a window. Garner is a brother of Congressman Garner of Texas.

UNCLE SAM'S BOYS IN MEXICO



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THE TRYOUT

Sixteenth Infantry machine gun section testing a gun at their camp in Mexico. The failure of machine guns to work during the Columbus raid reflected a doubt on that form of weapon as provided for our army, and the utmost care was then taken to have those with the punitive expedition in the best of condition. The gun in the picture is of the same type as those used at Columbus. The troops under General Pershing by April, 1916, numbered 12,000 and the advance guard was 400 miles south of the border. Small detachments had clashed with Villa followers on two occasions, but there was no proof that Villa himself was in any of the fighting, which, in both cases, resulted in the rout of the bandits with one life lost on the American side. The reports that Villa had been killed or wounded were unreliable.



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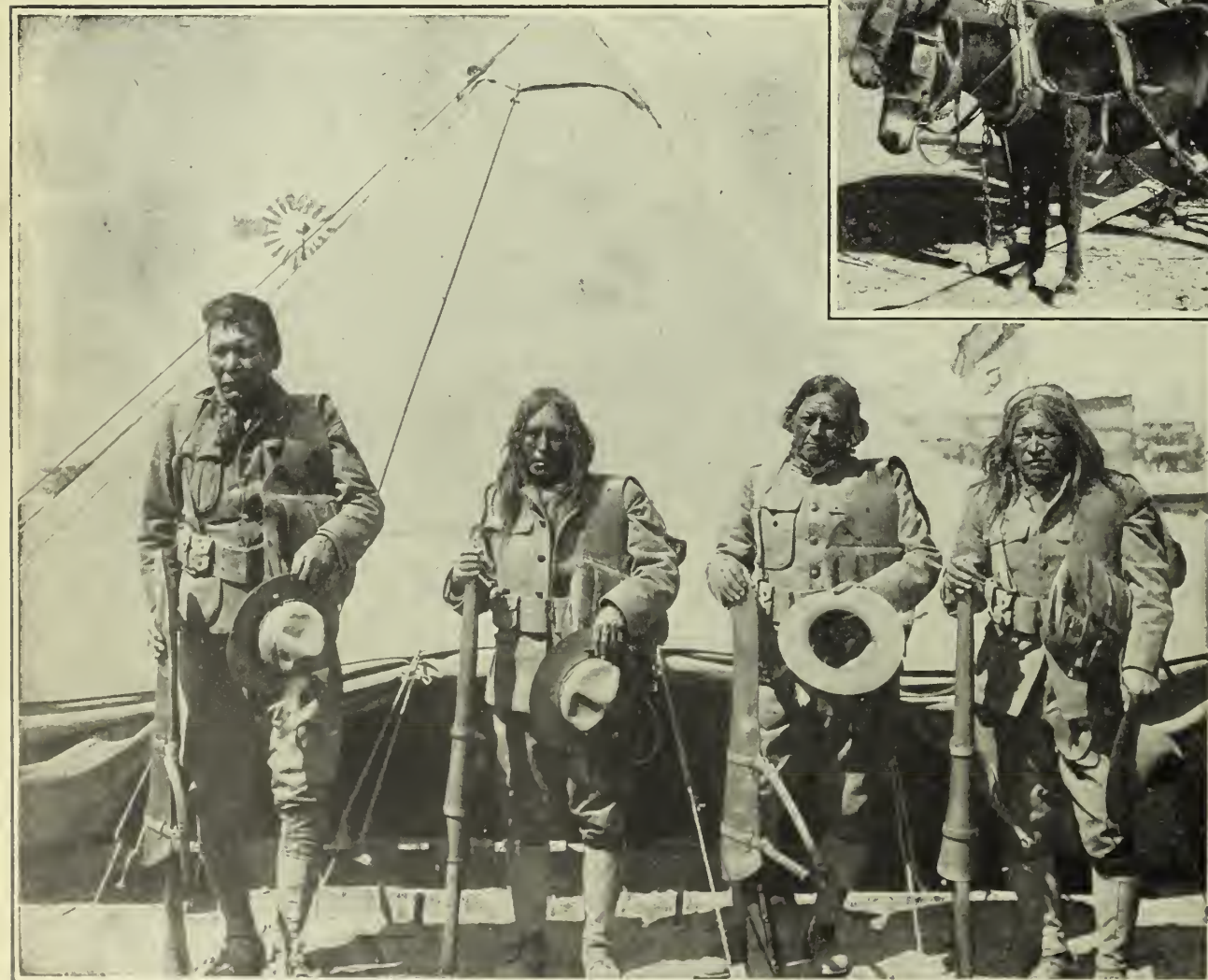
AIRMEN MEET A FRIEND

Captain B. D. Foulois and Lieutenant J. E. Carberry, of the army aviation squad, were forced to descend 20 miles from camp by a sudden storm. Their motor was put out of commission, but Pedro Escobedo showed his friendliness by hitching up his mules and hauling the aviators to camp. The airmen proved of much service in scouting in spite of the fact that their equipment was poor.

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REAL AMERICAN SOLDIERS

Four of the Apache Indians who enlisted as scouts to trail Villa. They are, from left to right: John Chas-en-day, Chavi Chissay, Chief Yet-sud-ay and Ska-ven-de. In all 20 Apaches enlisted. They were fitted out with army clothes but wore eagle feathers in their hats and brought their own ponies. Two of them helped to trail Chief Geronimo through northern Mexico. Several of the Indians were over 60 years of age, but they are all keen for the trail. They were employed as scouts at Fort Apache.



FOR A FIGHT WITH MEXICO



BUSY TIMES AT FT. MYER

The District of Columbia Guard mobilized at Ft. Myer and the boys are here shown drawing their rations of tinned food. The food question came to the front promptly. While conditions were better than in 1898, complaint came from various States because the men were often fed on cold rations for several days at a time.

CENTRAL NEWS



PAUL THOMPSON

OHIO GUARDSMEN HAVE INFORMAL LUNCHEON

The Ohio militia were mobilized at Camp Willis, preparatory to leaving for the border. Ohio's Guard averaged high and include^d all arms of the service. Several regiments got away for the border among the first 25,000.



BUSY TIMES AT VAN CORTLANDT PARK

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New York City artillery and cavalry units were mobilized at Van Cortlandt Park, within the city limits, when they started for border points. All organizations were short of horses and were supplied with range stock. Two men were killed and about 40 seriously injured in breaking these animals. Several regiments went direct from armories to border.



SECOND REGIMENT LEAVING PHILADELPHIA

CENTRAL NEWS

Pennsylvania concentrated the Guard at Mt. Gretna. The Second Infantry was given a rousing farewell in Philadelphia when it entrained. Pennsylvania has the second largest Guard organization in the country, only New York exceeding it. The quality is high, but all regiments were under strength when the call came, and lack of equipment for recruits delayed mobilization.



INT'L FILM

FILLING UP MASSACHUSETTS REGIMENTS

Recruits for Company A of the Fifth Massachusetts being sworn in at Camp Whitney. The Massachusetts Guard was the first from New England to be ready to start for the front. At the end of 10 days after the President's call for the militia less than 20,000 men had entrained for the border.

HOW THE GUARDS ON THE

PHOTOGRAPHS MADE ESPECIALLY



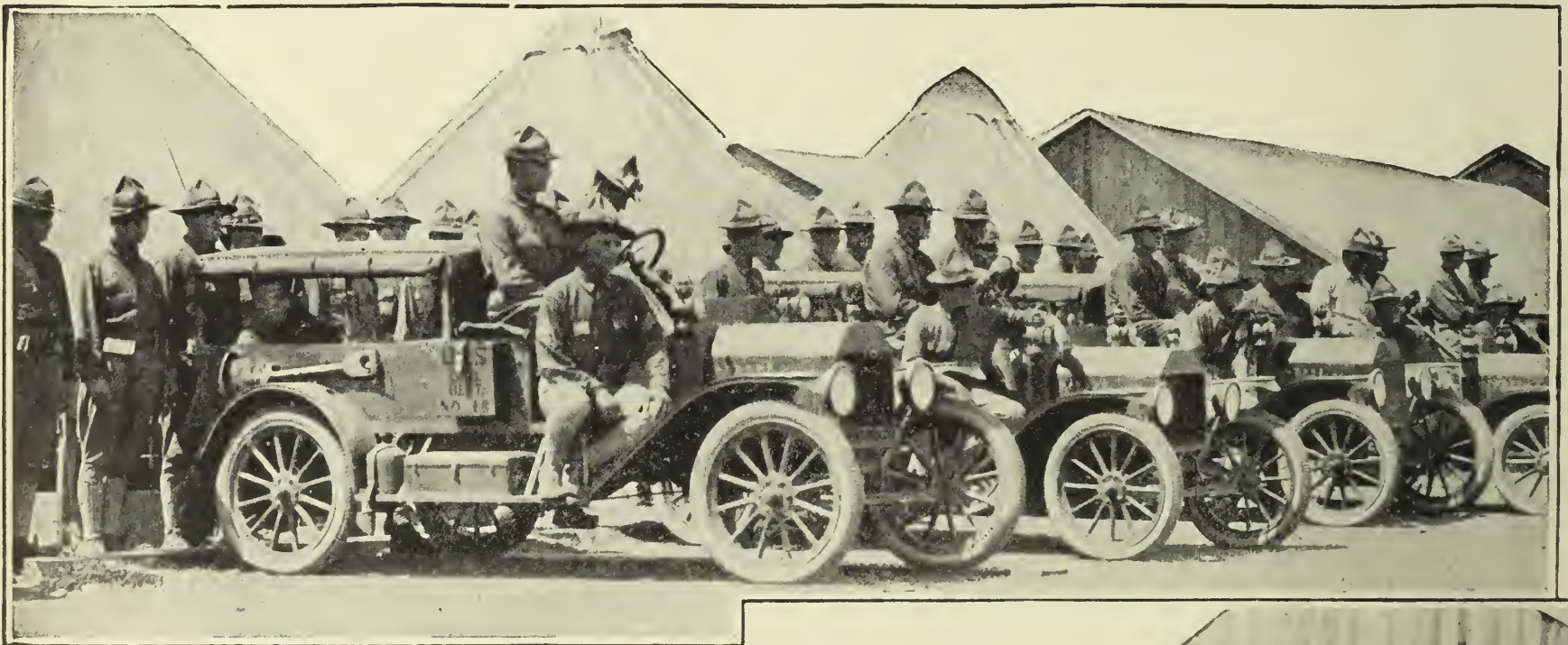
WHILING AWAY THE TIME

A little game of craps in the camp of the Thirty-first Michigan Infantry. The men had plenty of spare time on their hands and reading matter was not plentiful.



IF VILLA WERE ONLY IN SIGHT!

The Eighteenth Pennsylvania Infantry, of Pittsburgh, at skirmish drill. Drilling was done mornings and evenings, so far as possible, as the heat was intense during the middle of the day.



UP-TO-DATE FIGHTING EQUIPMENT

Fifth Maryland machine gun company. The light motor cars were used to transport men, guns and ammunition, giving the company great mobility.



VERMONT SOLDIERS VOTE IN CAMP

Vermont allowed her soldiers on the border to vote in the primaries, their ballots being counted and the returns made just as if the men were at home.



PUTTING ON THE FIRST SET OF SHOES

Rhode Island cavalymen shoeing one of the wild range horses issued to the regiment. Many of the mounts were hard to break and some of them could be shod only by drastic measures.

MEN KEPT WATCH BORDER

FOR LESLIE'S BY MRS. C. R. MILLER



PAY DAY DOES COME IN SOME CAMPS

A line of First Kansas infantrymen waiting for their pay. Some of the guardsmen waited months (but not in line) for their pay. There was much just criticism of this mismanagement.



NEARLY TIME FOR MESS CALL

Field kitchen in the Wisconsin machine gun company camp, at work on the evening meal. Soup and vegetables are cooked on top and beef roasted in the oven.



OHIO BOYS AT WORK

Hospital corps of the Fourth Ohio Infantry bringing in a man who had been injured while breaking a horse.



KENTUCKY'S GENERAL

General Roger Williams, who commands the Kentucky troops, has been 35 years in the National Guard, and during that time has had some exciting experiences in quelling feuds among the mountaineers.



ANOTHER WAY OF SHOEING VICIOUS ANIMALS

The Maryland men in camp at Eagle Pass, Tex., built this contrivance to keep mules docile while the blacksmith nailed on the shoes. It was less trouble than throwing the animal and was not so likely to injure him.



THE ARMY WATER COOLER

Water is placed in a specially made canvas bag suspended so that the air circulated freely around it and evaporation kept the water comparatively cool. This one was in use in the camp of an Illinois regiment.

KEEPING BUSY ON THE BORDER

PHOTOGRAPHS BY MRS. C. R. MILLER



THE CAMP COTTON (TEX.) HAND LAUNDRY
The handsome lithographed posters of army life never show this scene. It is one of the little surprises Uncle Sam reserves for recruits.



A PART OF THE MOTORCYCLE CORPS AT FORT BLISS, TEXAS

These motorcyclists probably kept in mind those back home whom they would prefer to inspectors for companions. Doubtless they remembered parks and boulevards where they

would rather ride than from one hot camp to another hot camp. But some one had to carry dispatches and inspectors from place to place and do the other hard work.



A FINE BUSINESS OPENING FOR A GARAGE

At first glance this scene looks like a circus coming to town, but there are no bales of hay, no small boys carrying water for the elephants, and it is no circus. It was a motor truck camp at Fort Sam Houston, Tex.



EVERY MAN HIS OWN VALET

"The Government certainly made a poor job of sewing on this button. It has come off six times since I sewed it on."



THE FAST MAIL AT SAN ANTONIO

It was easier to get the truck out of the mud hole when the Wisconsin boys got out and got under.



AN OFFICIAL EXAMINATION

This soldier's job was to examine packages which cross the International Bridge at Eagle Pass, Tex., to see that no old lady smuggled bullets to Villa.



ARMORED MOTOR CARS AT FORT BLISS

These traveling-forts which have been of such importance in the fighting in Europe are of steel and carry machine guns as well as men and ammunition.



THE HOSE AND THE INCINERATOR

With fire and water the Massachusetts Signal Corps men kept the camp at El Paso, Tex., in such a condition as to evoke favorable comments on its neatness.



WELCOME

DRAWN BY BOARDMAN ROBINSON

Copyright, 1917, by Leslie's

AMERICAN SOLDIERS AND MARINES



MARINES GOING ON BOARD

Transports will probably be leaving United States ports with the regularity of clockwork. However, no information regarding time or place of departure will be issued by the Government. For this

reason, the pictures on these two pages must speak for themselves as far as "news" is concerned. Marines with full service equipment are shown going up the gangplank.



A LAST-MINUTE RECRUIT

Usually there is considerable red tape to unravel before a man gets into the service. Perhaps this isn't a hurry-up job after all, but a case where red tape prolonged the enlistment of a seasoned soldier.



GOOD-BYE

The farewells have all been made and the big ship is ready to start on its long journey. The rules and plans of the transport service require a maximum of comfort in a minimum amount of space for each soldier. Nothing is left to chance or an emer-

gency. System prevails on a transport as in every other branch of the military service. Particular care is taken to prevent the carrying of stowaways or persons who may attempt to gain admission to the ship as spies or to do damage.

EMBARK FOR SERVICE

PHOTOGRAPHS BY JAMES H. HARE
WAR PHOTOGRAPHER FOR LESLIE'S



ON THEIR WAY

The transport shown here is about to leave an American port carrying soldiers, sailors and marines. In the crowd on the pier are relatives and friends, many in tears. So quietly is the work of trans-

porting troops being done that many large bodies have been moved without any of the details having been learned by the public.



SOLDIERS ON THEIR WAY

Here are Uncle Sam's infantrymen in complete marching equipment embarking on a ship for parts unknown. While these men will be relieved of regular duty during the voyage, they must follow this routine: Reveille, 6 A. M.; breakfast, 6:30; sick

call, 7:15; guard mounting, 8:00; inspection, 10:30; dinner, 12 M.; sick call, 4:00 P. M.; inspection, 30 minutes before sunset; supper, 5:00; retreat, sunset; call to quarters, 8:45; taps 9:00. In addition, every man is put through vigorous exercise or drill daily.



ONE OF MANY FAREWELLS

A point commented upon during the Great War is the courage and smiles with which mothers, wives and sweethearts of the soldiers of the many armies have sent their dear ones to the front. American women are keeping up the record.

FRANCE WELCOMES AMERICA'S

EXCLUSIVE PHOTOGRAPHS FOR "LESLIE'S"



PARADING IN PARIS ON JULY 4TH

Through streets crowded with enthusiastic civilians and soldiers, a battalion of American soldiers marched on Independence Day, while bands played the

national airs of the Allies. The demonstration in praise of our men, surpassed anything of the kind in the history of the city.



THE AMERICAN BARRACKS IN FRANCE

In long cantonments such as those seen at the left, the regulars and marines of the expeditionary force are quartered.



BROTHERS

The wounded poilu is extending a welcome in-arms. French soldiers have met acknowledgment that the arrival of hope to this war.

SOLDIERS WITH GRATEFUL HEART

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UNITED STATES REGULARS IN PARIS

The Stars and Stripes were much in evidence in Paris on July 4th, and the two flags seen here, one "Old Glory," the other the regimental flag of the men who participated in the parade, were cheered by crowds who echoed the cry "Vive Les Etats Unis!" far into the night. France has adopted the American soldier and holds him dear.



GERMAN PRISONERS UNLOADING RAILS

The same transports that carried our soldiers to the shores of France also took thousands of tons of rails for the railroads of France. While rolling stock may deteriorate and still do its work after a fashion, the roadbeds must be kept up and the piles of rails seen here will soon be spiked to ties close up to the fighting line. German prisoners on the docks were among those who witnessed the arrival of the transports.



IN ARMS come to his American brother— their new Allies with frank American troops brings new worn people.



TO BEAT THE WAY TO BERLIN

The marines, who always take great pride in their initiative and in being first on the ground, are now enthusiastic over their \$60,000 subscription to the French War Loan. They are making up for their small numbers in their "esprit."



MESS TIME FOR THE SOLDIERS OF THE SEAS

The American troops in France are probably the best fed of the soldiers of any of the belligerents. Virtually all the supplies are sent from the United States. Thousands of cases of canned goods and sides of beef are required weekly to supply

the first division in France. One of the greatest problems in waging war against Germany is that involved in maintaining the open waterway to France in order to carry supplies to the army and the allied countries.



LINING UP FOR MESS

The soldiers of this company fill the company street, ready to make a run on the "bank" with their tin cups, plates, knives and forks. Troops in France are putting in eight hours a day hard work at trench digging, sham

battles and active field work in addition to long hikes. The result of all this work is that the mess is well patronized. Incidentally the mess would arouse the envy of many of us who have remained at home.

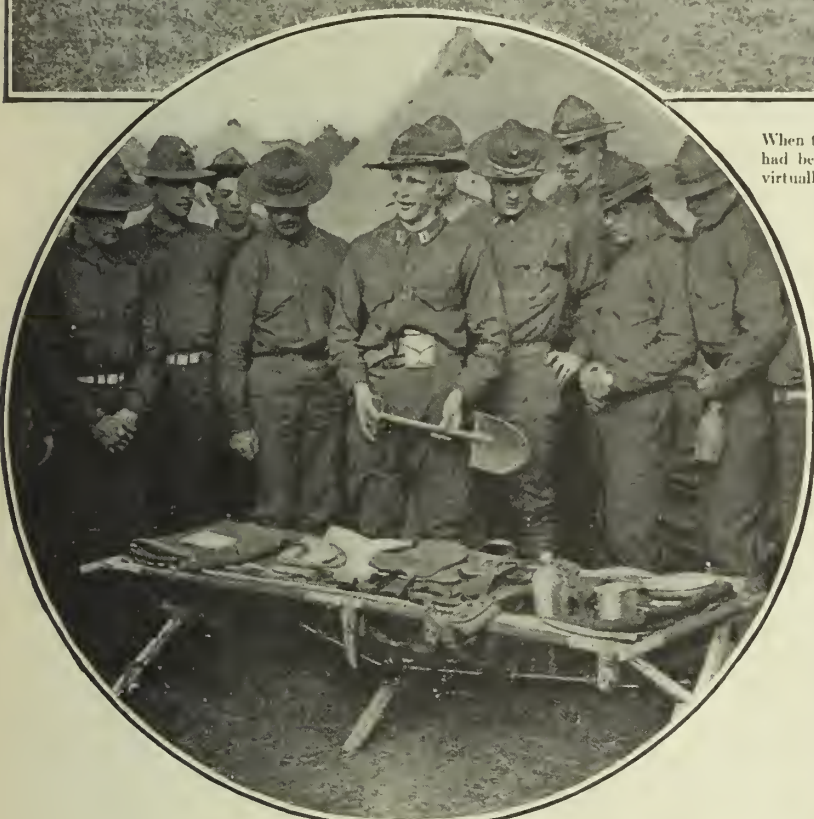
ARMY IN FRANCE



REVIEW IN CAMP

When the American army went into camp in France the weather had been exceedingly disagreeable and ceremonials had been virtually dispensed with. But there was never a let up in the

intensive training of the men. Officers and non-commissioned officers received particular instruction in "scientific" work in the trenches and the men were put through sham battles.



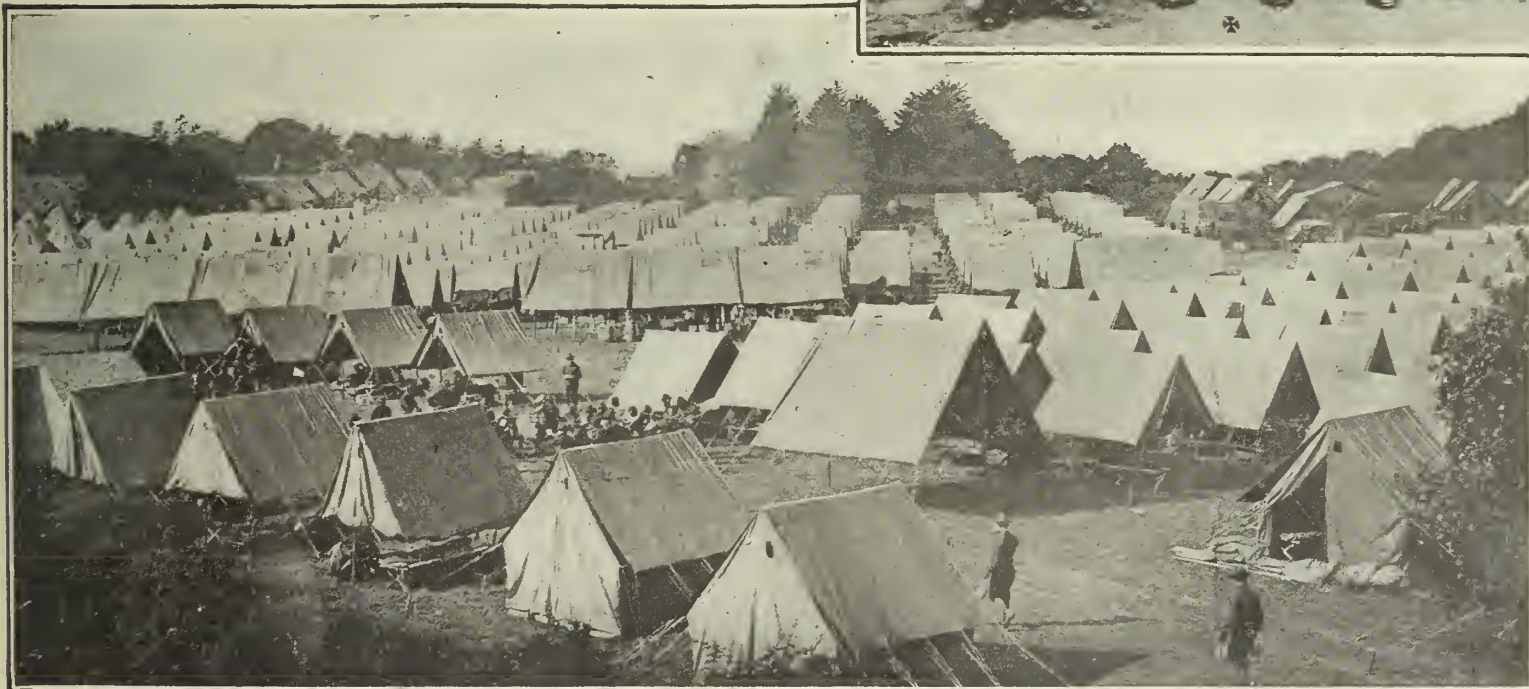
THE MARINE'S OUTFIT

The Marine's outfit does not differ greatly from that of the infantryman's. Without rifle, the complete load amounts to about 32 pounds. It is divided into the pack, the belt and articles attached to it, and the haversack.



AMERICAN AND FRENCH OFFICERS

Major-General Sibert, commander of the American troops at the front in France, is seen here in the center surrounded by American and French officers. He has just finished making an inspection of the American camp. Both General Pershing and General Sibert have urged the men of the new army to forget individual liberties and subordinate themselves to discipline. We do not want automatic soldiers, says General Pershing, but we want every soldier to realize that he is a potential officer and to make a good commanding officer he must preserve his initiative and executive ability and think for himself.



THE AMERICAN CAMP

The area of the American camp is constantly being enlarged and now covers several square miles. The United States Marines are dejected over the order which will necessitate their

adoption of khaki in place of their more distinctive uniform of forest green. This is because the green uniform looks like the German field gray after it has been in service a short time.

GETTING CLOSE TO NATURE



THE CAMP DINNER IN THE GREAT SUMMER PLAYGROUND

From the Thousand Islands west and north into Canada stretch thousands of square miles of country reserved by nature for a playground. Too rocky for farming, it abounds in lakes and streams full of fish and is covered with timber that shelters game. Here every variety

of life in the open may be found. Elegant summer hotels afford luxuries for those who want them; primitive camps bring joy to those who like to "rough it." For boating, swimming and fishing the Thousand Islands is one of the most favored localities in the world.

PHOTO BY JOHN KABEL

THE ELECTRIC WAY ACROSS THE ROCKIES

PHOTOS COURTESY C., M. & ST. P. RY.



A PARADISE FOR TOURISTS

A glimpse of the majestic mountain scenery along the line of the world's greatest electrified railway. The electrification has not yet reached this point, near Kendall's Peak, Cascade Mountains, in Washington, but some day the electric engine will replace the shrieking locomotive in this beautiful valley.



THE SOURCE AND APPLICATION

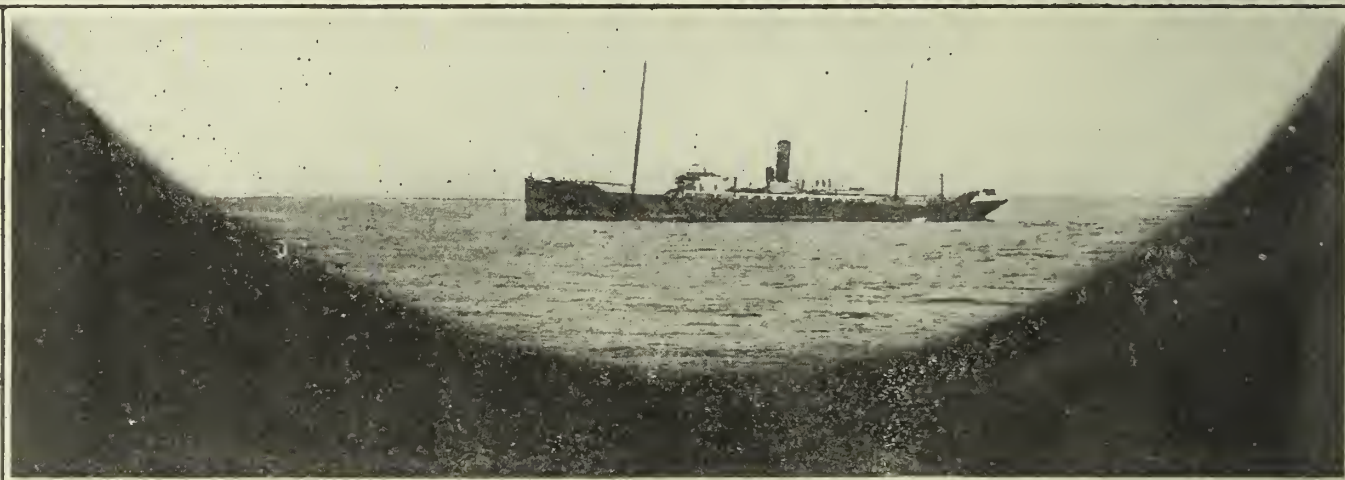
Above is a view of the hydroelectric power plant at Great Falls, Mont., which furnishes electricity for the C., M. & St. P. railway in a current of 100,000 volts. To the left the electrically operated Olympian, the most luxurious train on the road, approaching Eagle Nest Tunnel, Montana Canyon, Mont., with the observation car in the rear. Electric engines obviate the smoke nuisance in tunnels and snow sheds.





FIGHTING SNOW IN THE BITTER ROOT MOUNTAINS

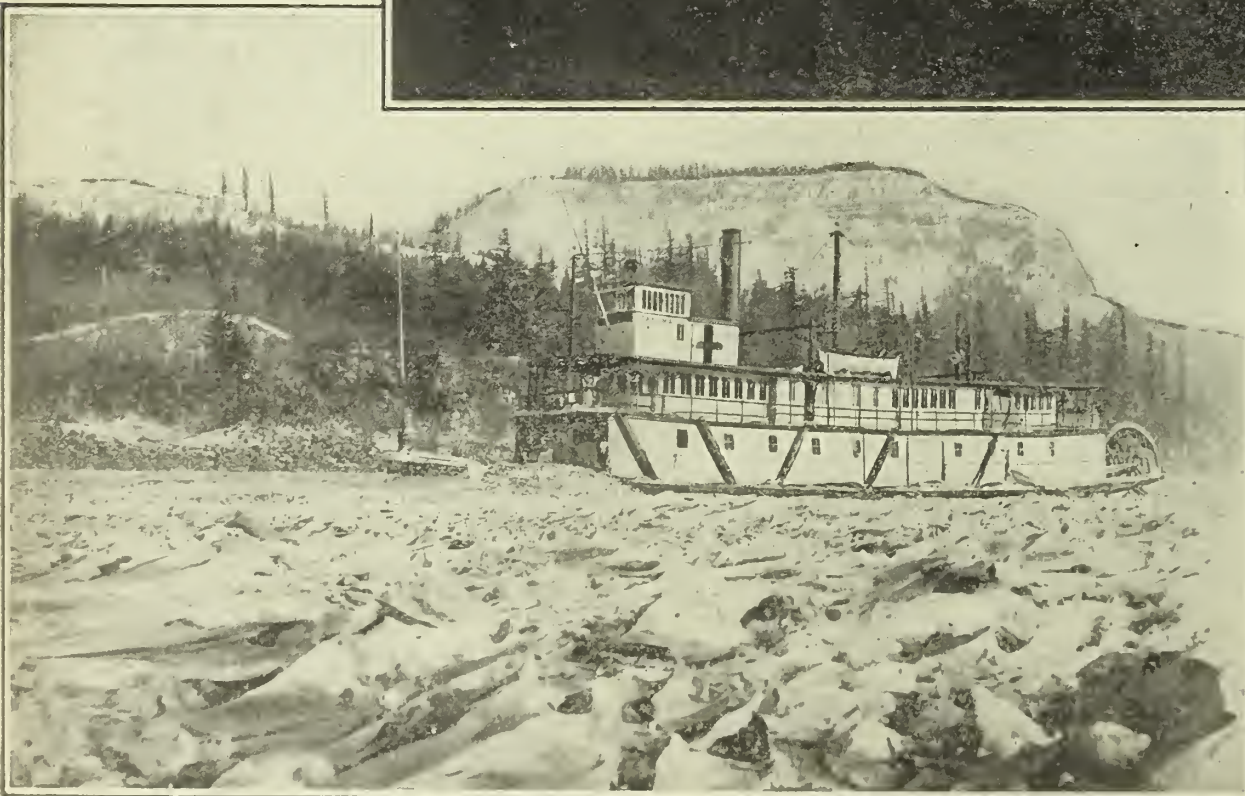
The heaviest snow fall in 20 years in western regions made the transcontinental railroads much difficulty in keeping their lines open. Huge rotary snow plows, pushed by one or several engines as the occasion might require, threw the snow from the tracks as here illustrated. The crews suffered severely as the temperature was frequently from 10 to 20 below zero for days at a time. The St. Paul road had the hardest fight of all, but managed to operate its transcontinental trains almost on schedule.



COPYRIGHT H. F. MOORE & T. H. LAMB

PHOTOGRAPH OF THE MYSTERY SHIP

Here is a photograph of the mysterious German commerce raider that captured the British liner *Appam* and sent her into Norfolk under a prize crew. It was taken through a porthole of the *Appam* on January 16th, by F. S. Oliver, second steward of the ship, and formerly a soldier in the Sixteenth Queens Lancers. He developed the negative on shipboard and made three prints, one of which he gave to each of three persons to increase the chances of the picture getting ashore. He hid the negative in his mattress, and succeeded in smuggling it ashore at Norfolk, where he turned it over to a representative of the British Embassy. It will probably enable the Admiralty to identify the raider. The raider is evidently a commercial ship and probably sailed from one of the German ports, though how she managed to slip past the British blockade is unexplained. It is rumored that she is accompanied by a German cruiser, probably the *Roon*. Marine insurance rates continue to increase owing to the presence of these boats in the Atlantic.



COPYRIGHT GARDON STEVART

COLUMBIA RIVER ICE HOLDS STEAMER IN DEADLY GRIP

Unusual winter conditions which prevailed on the Columbia river when the steamer *Tahoma* was caught in an ice jam near Cape Horn, Wash., on January 6th, and early in February was still moribund, and in danger of being crushed by the ice. The

captain and crew remained on board. Sometimes the wind was so strong that a man could not walk the deck of the boat. As showing the weather conditions, it is noted that Mr. Stuart, who made this picture, walked across the river on the ice.



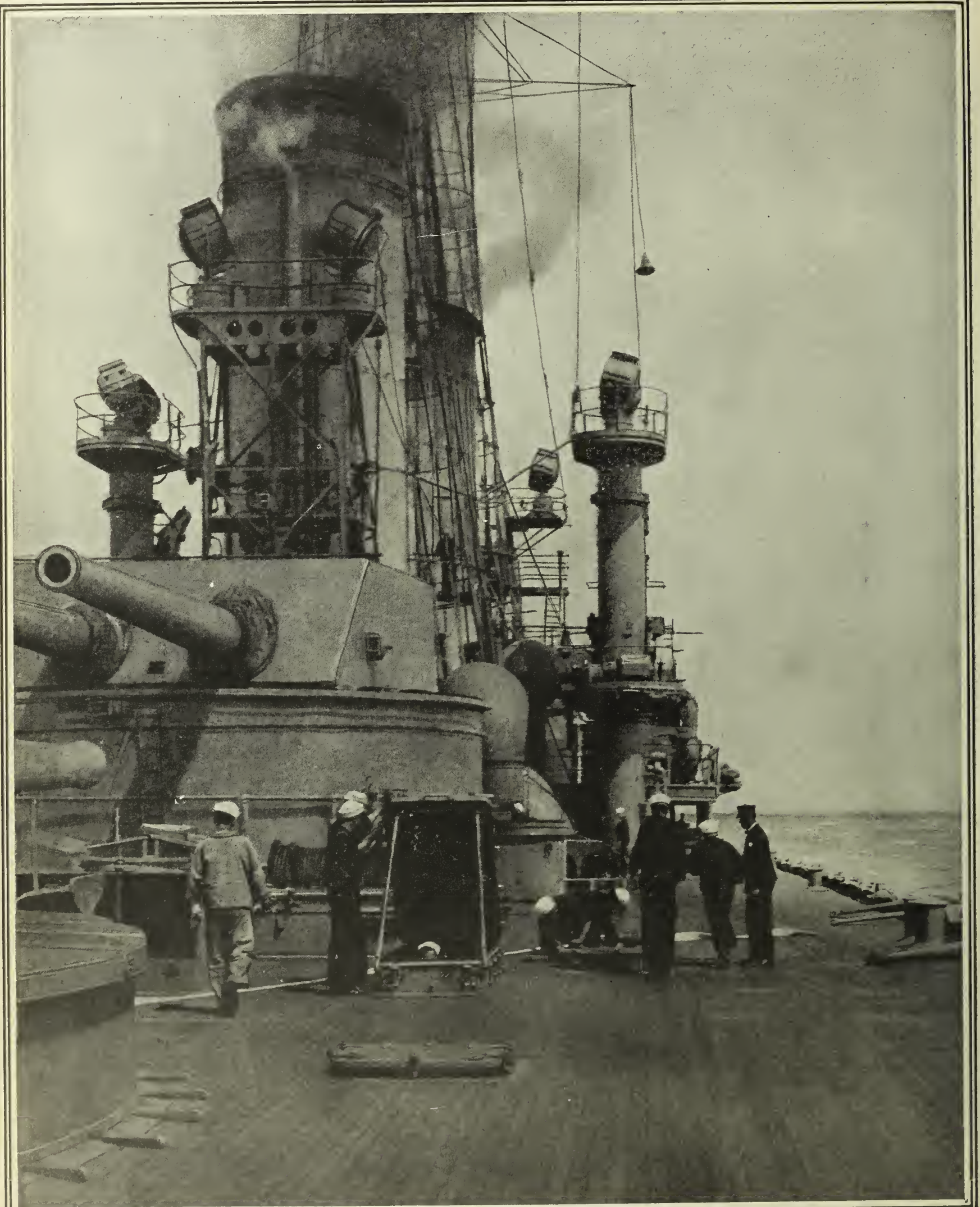
THE UNITED STATES NAVY IS READY FOR AN EMERGENCY AT ANY TIME

EDEL & HERBERT

The scene of activity above gives a glimpse of the preparation that has fitted the Navy for the important part which it is to play in the Great War. In the picture is shown the forward deck of the *Missouri* during the process of loading ammunition for the 12-inch guns which constitute the main battery of the ship. The *Missouri*, which is a battleship of the second line, has a com-

plement of 800 men. On every kind of vessel likely to be involved in sea engagements the most thorough preparation has been made to bring the great fighting machines up to their highest possible points of efficiency. With magazines filled and expert gunners in the turrets, American ships may be depended upon to acquit themselves with honor.

SEA FIGHTER READY TO STRIKE



COPYRIGHT E. MUELLER, JR.

ONE OF UNCLE SAM'S BIGGEST BATTLESHIPS STRIPPED FOR ACTION

This is a deck scene on a dreadnought that is stripping for action in battle maneuvers. All loose material has been removed from the deck and the hatches are being closed. The searchlights have been tilted up so as to render them less likely to be shot away. When a warship goes into battle it is stripped inside and out of everything inflammable that can be spared. It is said that

when word of the declaration of war by Germany reached the British Grand Fleet at sea all spare furniture was at once thrown overboard and the waves were dotted with pianos, desks, chairs, tables and other luxuries provided by the officers for themselves in time of peace. All had to be sacrificed to reduce the danger of an enemy's shell setting the vessel on fire.

TEACHING OFFICERS TO FIGHT

PHOTOGRAPHS BY JAMES H. HARE, STAFF WAR PHOTOGRAPHER FOR LESLIE'S



NO, THEY ARE NOT RELEASING PIGEONS

The fluttering objects in the air are hand grenades which the candidates for commissions in the army are learning to throw as if they were baseballs.



THE BAYONET IN THE TRENCH

After the artillery and rifle fire has done its work engagement after engagement must be decided by the "shock," which is nothing more nor less than the hand-to-hand fighting of opposing lines coming together. The men above are giving the trench dummies a sample of "shock."



SIX INCHES OF COLD STEEL

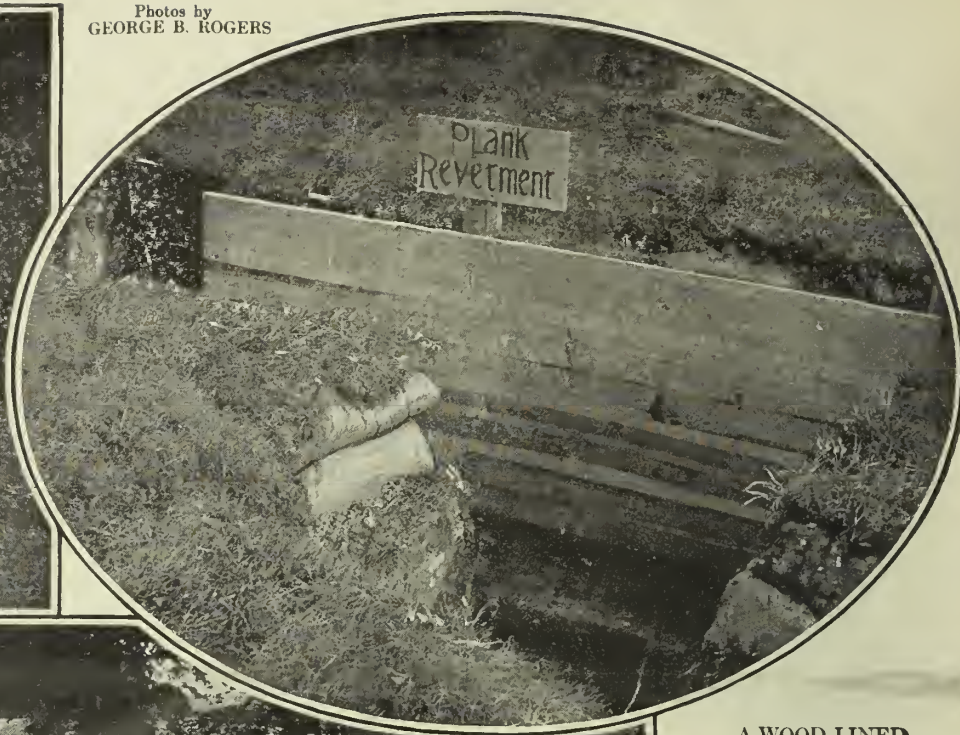
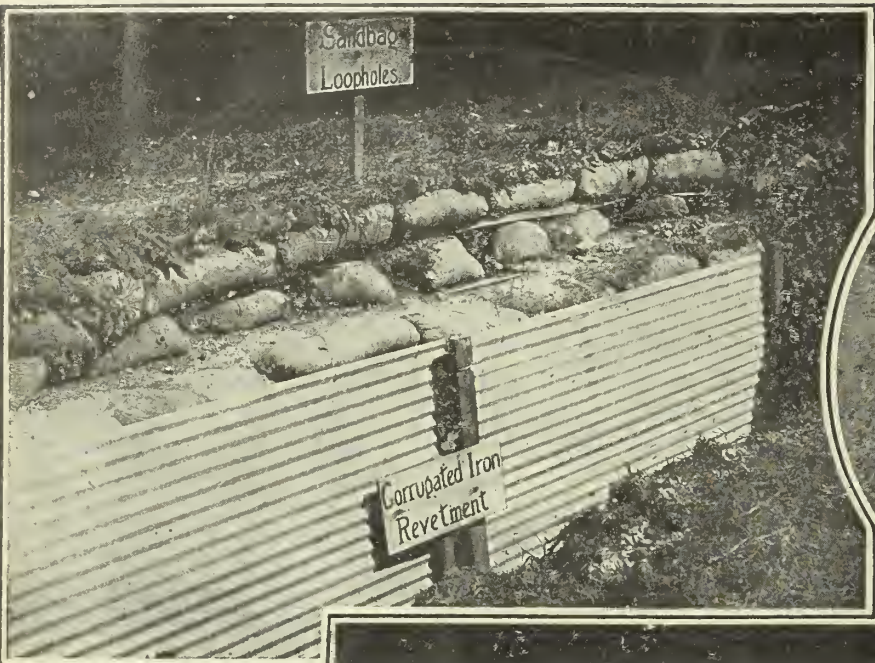
In bayonet work men are taught to strike at vital parts with full force and yet to control the power behind the thrust so the bayonet will not be buried deeper than six inches.



OVER THE TOP ON TO THE ENEMY

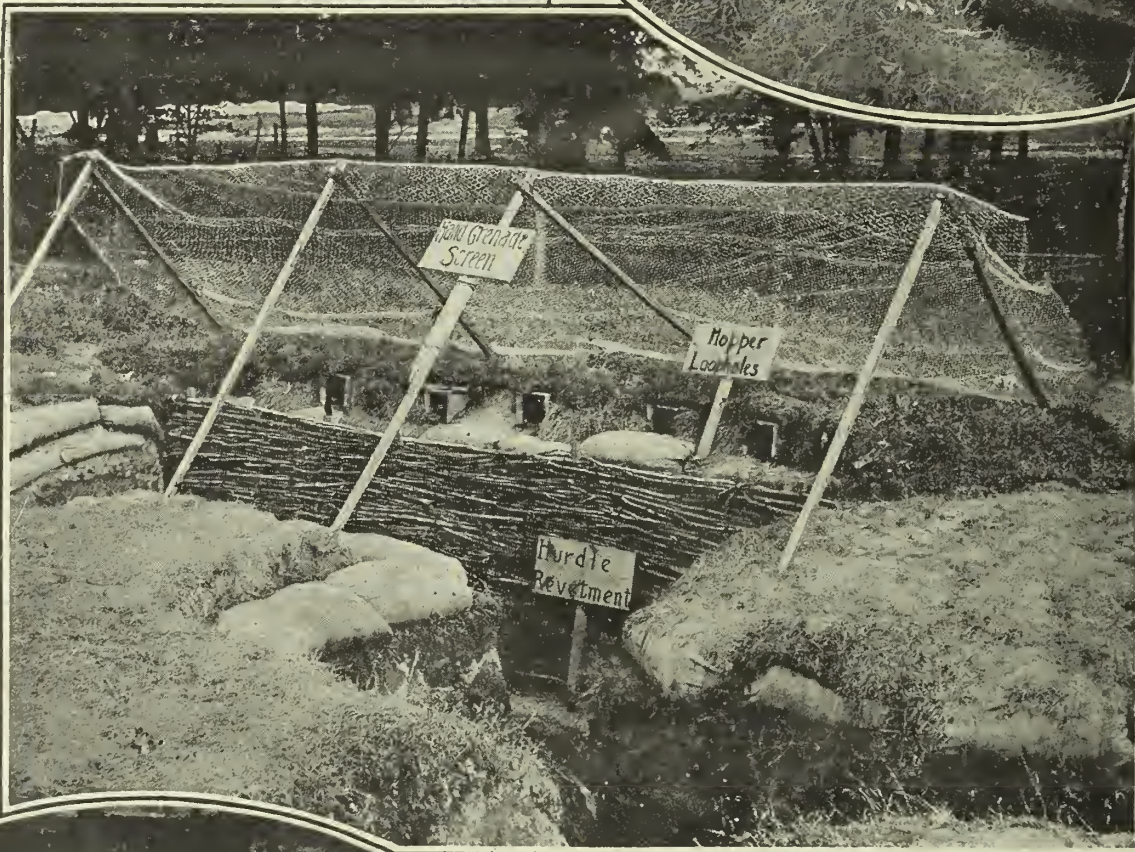
"Over the top" usually refers to going over the top of one's own trench in a charge against the enemy, but the men at the left have crossed "no man's land" and are on the point of going into the enemy's trench, bayonet first. The final jump into the trench seen above looks very simple, but bitter resistance is almost certain to be met. In bayonet work, which includes not only the actual fighting but also practice in overcoming all possible obstacles while carrying a rifle with fixed bayonet, the English manual has been adopted. Though the German soldier is an all-round good fighting man, his enemies testify that he does not like cold steel, which has always been the favorite weapon of British and American troops. The pictures on this page were taken by Mr. Hare at the Officers' Training Camp at Fort Myer, Virginia.

Photos by
GEORGE B. ROGERS



1917 MODEL TRENCH

Under the guidance of various companies of engineers, the student officers of the United States Army are given a condensed course in the various kind of trench construction, supplemented by intensive training in the use of pick and shovel. These photos were taken at the Officers' Training Camp at Fort Sheridan, Ill. Similar instruction has been given at all officers' training camps and will be given to the rank and file of our new National Army in the sixteen training camps throughout the country. Here corrugated iron is used as a trench-lining, with the sand-bag loopholes labeled for the benefit of those who are curious as to just how trenches are built.



A WOOD-LINED TRENCH

Five types of trenches have been found most in use on the battlefields of Europe, some of them of such a permanent character that one would believe the combatants expected to live in them for years to come. Our men will be taught to build the various types which have proved most useful and valuable to our Allies in different phases of warfare. The kind of trench used will depend largely upon the type of fighting that is expected, the lay of the land and the vulnerability of the defense. Here ordinary wood planks have been used for reinforcement. Wood, perhaps more than any other material, has been used in the miles and miles of trenches that form the battle-lines of France.

GUARDING AGAINST GRENADE FIRE

Wire screens are used to protect trenches in hand-grenade combat. The loopholes, through which the firing is done and the enemy sighted, are here built on the "hopper" style.



GOOD FOR A RUSH JOB

The humble chicken wire reduces the "romance" of war when used as a revetment in trench-building. It is not quite so stable and durable as the construction on the right, but serves its purpose and has the advantage of being easy to handle and is principally used in trenches that must be constructed hurriedly.



PERMANENCY AND STRENGTH

The chief feature of the cement-built trench is durability. It is mostly employed in long sieges. Of course it requires longer to construct than any of the other forms, but once built it needs little care and attention, for it survives ordinary use and the elements, in fact everything but heavy fire from guns of large calibre.



AN ARMY CANTONMENT IN THE MAKING

"Camp Taylor" at Louisville, Kentucky. It is named after General Zachary Taylor of Mexican War fame. The 16 National Army cantonments and the 16 National Guard cantonments are named after prominent officers of past wars. Both Union and Confederate officers are included. The other National Army cantonments are: "Camp Devens," Ayer, Mass.; "Camp Upton," Yaphank, Long Island; "Camp Dix," Wrightstown, N. J.; "Camp Meade," Annapolis Junction, Md.; "Camp Lee," Petersburg, Va.; "Camp Jackson," Columbia, S. C.; "Camp Gordon," Atlanta, Ga.; "Camp Sherman," Chillicothe, Ohio; "Camp Custer," Battle Creek, Mich.; "Camp Grant," Rockford, Ill.; "Camp Pike," Little Rock, Ark.; "Camp Dodge," Des Moines, Iowa; "Camp Funston," Fort Riley, Kan.; "Camp Travis," Fort Sam Houston, Texas; "Camp Lewis," American Lake, Washington.



NEW YORK'S CADET TRAINING CAMP

DUNN

New York state has a training camp for high-school boys at Peekskill, where 1,800 students have been learning military science under National Guard officers. A company is seen here on its way to the mess hall carrying its weapons for the great attack. Teachers and instructors from the public schools formed advanced classes at the camp and instruction in many branches of the service has been given. The camp commander is Col. William H. Chapin. Recently Governor Whitman and Major-General John F. O'Ryan, commander of the National Guard of New York, reviewed the cadets.

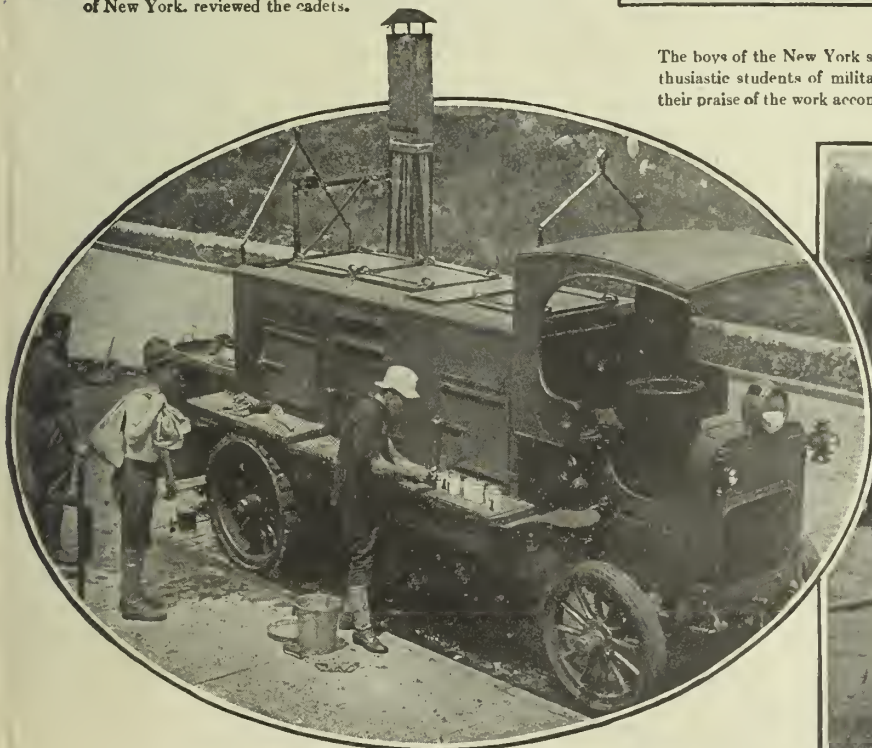


LEARNING MAP-MAKING

DUNN

The boys of the New York state cadet camp have proved most enthusiastic students of military science, and the officers are loud in their praise of the work accomplished. The cadets have been subject

to strict discipline and there has been little of the lighter side of war and much of deep study. Every precaution, including inoculation against disease, has been taken to protect the boys' health.



A KITCHEN ON WHEELS

PRATT ILLUSTRATING SERVICE

The problem of feeding an army is one that demands a perfect organization if it is to be met properly. Above is a motor kitchen used by the 22d Engineers, N. Y. State National Guard. This is an adaptation of the "lunch wagon" now in use throughout the country.



MAKING LIGHT OF AN UNPLEASANT JOB

CLARK

Soldiers crave action and the more unpleasant and humdrum work of camp life is the cause of endless grumbling, but these men in camp at Chattanooga, Tennessee, have the American spirit of eternal optimism.

MILLIONS BID GODSPEED TO NEW



STATE TROOPS MARCHING DOWN FIFTH AVENUE

The Twenty-seventh Division of the United States Army, made up of the National Guard of the State of New York, marched in a farewell review through New York City on August 30th. Twenty-five thousand men were in line while 2,000,000 persons wept, cheered and bade farewell to the soldiers. The march extended over a course five miles

long. It required four hours for the troops to pass the reviewing stand in front of the public library. One who watched the men as they passed could not help but recognize the earnestness of purpose and the intelligence which shined upon their faces.

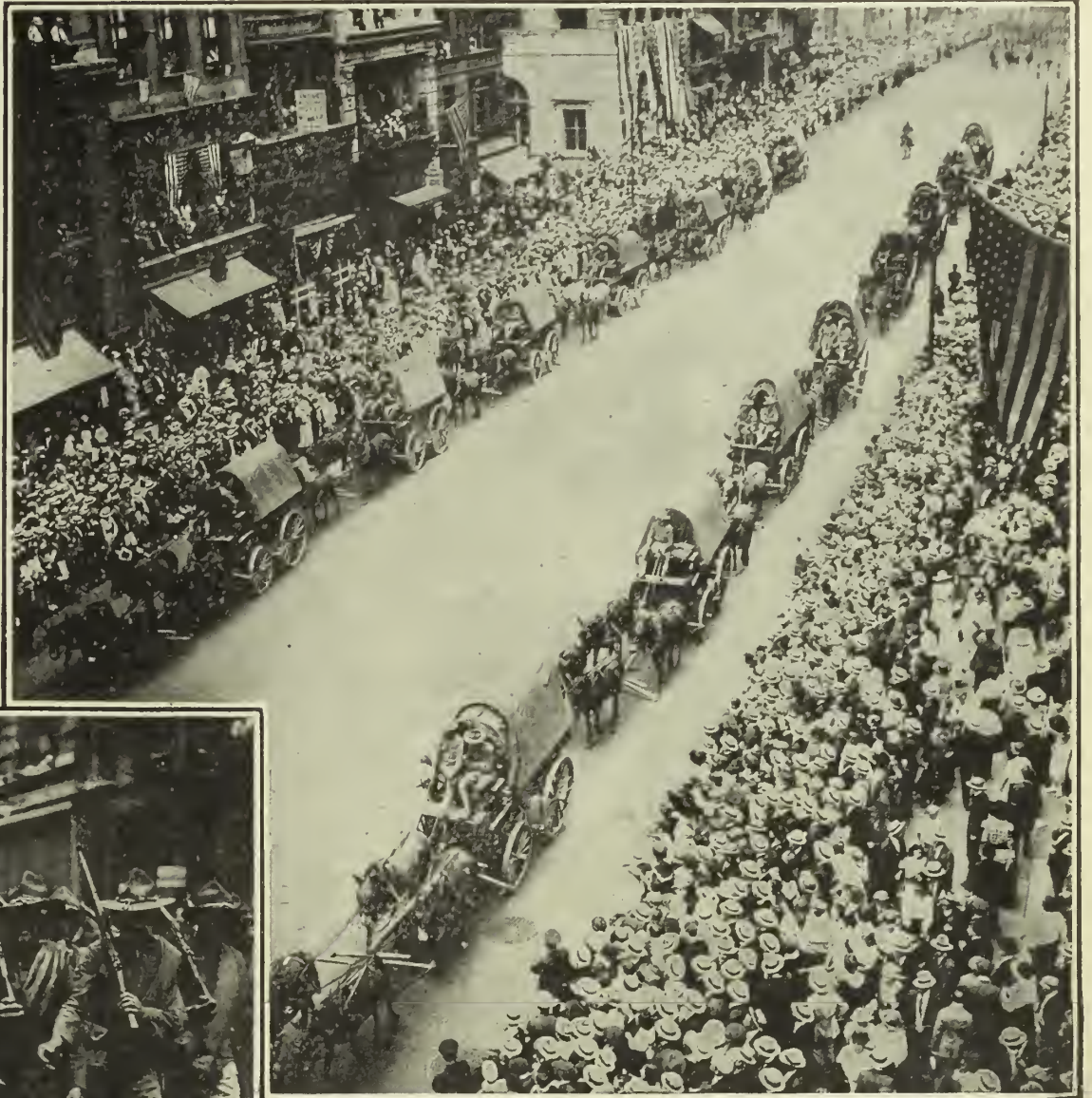
YORK'S 25,000 GUARDSMEN

PHOTOGRAPHS BY
JAMES H. HARE
STAFF WAR PHOTOGRAPHER



PASSING UNDER WASHINGTON ARCH

The great arch at the lower end of Fifth Avenue marked the termination of the parade.



THE ARMY MULE PLAYS HIS PART STILL

One of the interesting features of the parade was the baggage train. While several motor trucks were in line by far the greater share of the division's baggage was carried in the old reliable army wagons, each drawn by four mules.



AN INCIDENT OF THE DAY

The woman in the picture above is running into Fifth Avenue to hand a gift to her son who is seen in the first line reaching out to receive the present. At times the olive drab lines were bombarded with candy, cigarettes, fruit, sandwiches and gifts from those who lined the curbs or watched from roofs and windows. Often during the five-minute halts made at half hour intervals baskets of gifts were distributed to the men. Flowers too were used to show the city's appreciation of the State's fighting men and many blocks were thickly strewn with blossoms thrown at officers and men. Relatives and close friends of the men were marked by little white tags, three having been given to each guardsman to distribute. The crowd invariably allowed those thus marked to secure the most advantageous positions along the line of march.



POLICE AIDS ALONG THE LINE

The 4,000 policemen who guarded the line of march were assisted by several volunteer organizations. Prominent among the volunteer workers were Boy Scouts and members of the American Woman's League for Self-Defense.

GIRLS THEY LEFT BEHIND THEM



SAN FRANCISCO WOMEN READY FOR DUTY

INT'L FILM

Miss Cora Otis and her company of San Francisco women, known as "the society squad," volunteered their services to the government in case of war in Mexico. They would do relief and Red Cross work. The women were left behind by the Guardsmen of California, but hoped to make real use later of the training they had voluntarily undergone. Miss Otis is at the extreme right of the picture.



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HIS LADY'S FAVOR

New York girl pinning a rose on the khaki shirt of her sweetheart, a soldier in the Seventy-first regiment. In Europe when new units leave for the front the women decorate the soldiers liberally with flowers, but Americans are more restrained in the expression of their sentiments. Mothers, wives and sweethearts walked miles along the streets of New York keeping pace with departing regiments, but there was little weeping and few flowers in evidence.



SOMEWHERE IN CHICAGO

DURKE & ATWELL

A scene that was duplicated many times, with local variations, in Chicago. The mother and sister are saying good-bye at the front gate of the family cottage. Chicago Guardsmen got away promptly and in good shape. The city had an entire regiment of cavalry—the First Illinois—which General Funston wanted on the border because it had a splendid reputation for being well equipped and well drilled. No other city in the country had an entire regiment of cavalry within its borders. New York had the requisite number of troops, but not in one organization.



COPYRIGHT A.V. PERRY ASSOCIATION

HEIGHT OF POPULARITY

The soldiers who dropped their work and their prospects to go to the border were repaid by the admiration of their girl friends.



LEFT BEHIND BY THE REGULARS

McKENNET

Children of army officers sent to Mexico, who were left at Ft. Sam Houston, Texas, near San Antonio. They took part in a Red Cross preparedness demonstration headed by Mrs. Frederick Funston, wife of the general commanding the Department of Texas. It is all in the day's work for a regular officer to be separated from his loved ones for long periods, but he feels the sacrifice just as much as the volunteer. The wives and sweethearts of the regulars have troubled days, for their men are in the places of greatest danger if hostilities should start.

UNIVERSITIES OF THE SOUTH



A GLIMPSE OF THE UNIVERSITY OF VIRGINIA CAMPUS.

COPYRIGHT BY R. W. HOLSINGER

This historic institution was founded by Thomas Jefferson and has a world-wide reputation for its high standards of scholarship and the remarkable beauty of its grounds and buildings. It was organized in 1819, has seventy-five professors and instructors and over seven hundred students.



UNIVERSITY OF ALABAMA.

Founded 1831, has 50 professors and instructors and over 600 students.

UNIVERSITY OF MISSISSIPPI.

Founded 1848, has 46 professors and 500 students.

UNIVERSITY OF FLORIDA.

Founded 1905, has 46 professors and instructors and 190 students.

VAN SICKEL



UNIVERSITY OF MISSOURI.

Columns of old main building which burned in 1892 in foreground. Founded 1839, has 207 professors and instructors and 2,903 students.



IMPOSING BUILDINGS OF THE UNIVERSITY OF TEXAS.

Founded in 1883, has 103 professors and instructors and over 3,000 students.



UNIVERSITY OF LOUISVILLE, KY.

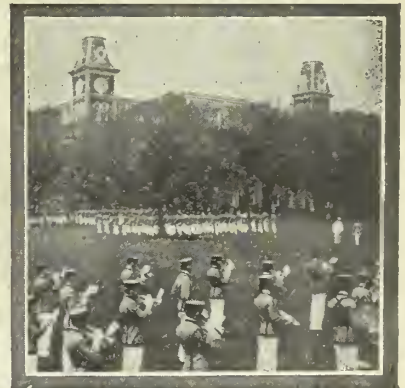
Founded in 1837, has 100 professors and instructors and 900 students.



UNIVERSITY OF OKLAHOMA.

Founded 1892, has 93 professors and instructors and 700 students.

THE HAINES PHOTO. CO.



COPYRIGHT BY B. E. GRABILL

UNIVERSITY OF ARKANSAS.

Founded 1871, has 143 professors and instructors and 1,540 students.



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By Leslie-Judge Co., New York

Norman
Rockwell

LAND OF MARVELOUS RICHES



JUNEAU, CAPITAL OF ALASKA AND ITS LARGEST CITY

On the right will be seen one of the large stamp mills utilizing the enormous deposits of low-grade gold ore, made available only by the investment of millions of capital. This ore carries from \$1.50 to \$2.00 in gold to a ton of ore and yet is milled at a profit of about 75 cents a ton and at the rate of 10,000 tons a day.



TALMAGE CONYER

GROUP OF PASSENGERS ON THE "ADMIRAL WATSON"

Members of the "Round-Trippers Club" enjoying the picturesque and majestic scenery while passing through the famous Wrangell Narrows.



KETCHIKAN. A TYPICAL ALASKA CITY

This was formerly the center of a large halibut fishing industry, but since the Canadian government has offered inducements to American fishermen to land their fish at Prince Rupert at the terminus of the Grand Trunk Pacific Railway, the halibut industry at Ketchikan has suffered severely. Ketchikan lies at the foot of a mountain. Its principal street is built on piers as the tide runs very high. The city is surrounded by a rich but largely undeveloped mining territory.



TALMAGE CONYER

FAMOUS MENDENHALL GLACIER A SHORT DISTANCE FROM JUNEAU

This is known as a "dead" glacier, that is, it is receding instead of advancing. It is receding at the rate of 100 to 150 feet every year. The arrow at the right

points to the moraine of pulverized rock and stone left by the receding mass of ice extending for miles into the interior.

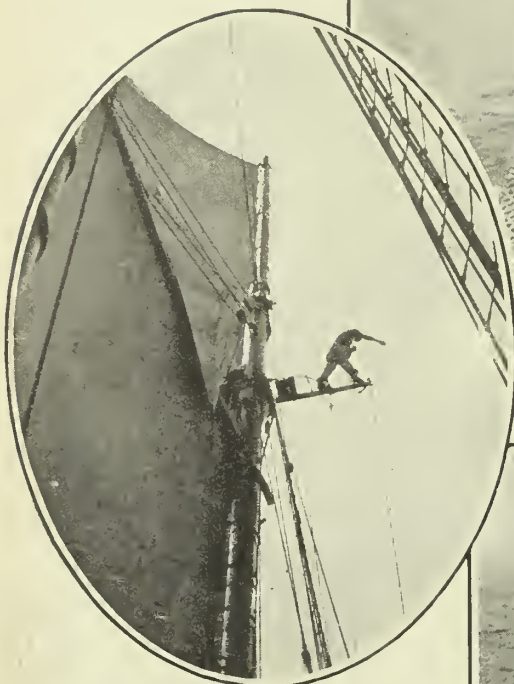
A DAY'S CATCH

PHOTOS BY JAMES VERRIER



NEW YORK FISHING VESSEL PUTTING OUT TO SEA

While other ports are more famous for their fishing fleets than is the metropolis, yet it plays no small part in the industry. Mr. Verrier had as much excitement sailing from there as he would had he sailed from Gloucester or Marblehead.



A PERILOUS LOOKOUT

The captain, stationed aloft on the cross tree, excitedly espies a school of mackerel.



ALL HANDS TO THE DORIES

On sighting the school, crew and nets are transferred to the seine boats.



FOLLOWING THE SCHOOL AND SETTING THE NET

In the upper picture the crew is spiritedly racing with the school, the location of which is indicated by a flock of gulls overhead. In the lower cut the precarious moment has arrived when the net is dropped in a wide circle and completely surrounds the unwary denizens of the deep.



COUNTING THE SPOILS

Seven hundred and fifty bushels of writhing, wriggling members of the finny tribe stored below decks in bins of cracked ice. Tally is taken of the size of the catch, a bonus being divided among the crew for each bushel over five hundred.



TRANSFERRING THE CATCH

The schooner and seine boats are lashed together. Then begins the arduous work of dipping the living mass from the dories into the schooner.



THE LAST TASK

The great net is carefully sprinkled with salt to keep it from rotting and is carefully rolled ready for the next trip to the open sea. After the haul is snug below, the net salted, and the deck clear, the run for port is made and the toilsome task is over.

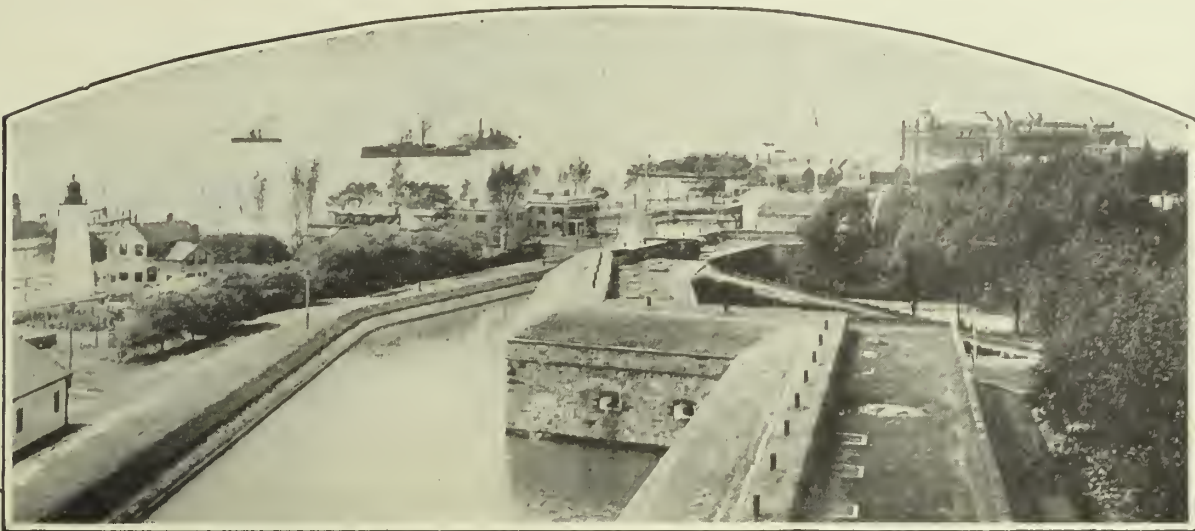
OUR GREAT EASTERN SUMMERLAND

BY KATHLEEN HILLS

EAST is east and West is west, and in our pride of possession of the Grand Canyon, Yosemite, Yellowstone and Rainier, we are prone to forget the equally beautiful, though less renowned places in the East. And if one doubts there are such places, let him look at the pictures, on this page, of places that are annually delighting thousands, for, after all, the East is the nation's playground. For every person who can afford the time and expense

pense than on a Western tour, where the points of interest are far removed from one another, requiring days and nights of journeying before reaching one's destination.

While the newer and well-advertised regions of the West are each year attracting an increasing number, the old-established resorts that have been known for a century or more, those of the Jersey and New England coasts, the White Mountains, the Adirondacks, continue in popularity.



ONE OF THE EAST'S MOST POPULAR RESORTS

Old Point Comfort, Va., with the ramparts and moat of Fort Monroe in the foreground, Hampton Roads and Hotel Chamberlin in the background.

of a trip west there are hundreds who find their summer pleasure this side of the Mississippi. This is not only because there are here as beautiful spots as there are in the West, but there is also the added attraction of accessibility without the expense and time required for a longer journey.

One great advantage of vacationing in the East is that in the course of a two weeks' trip one can see and learn more and visit a greater number of places at less ex-



RUSTIC CHARM IN THIS VACATION

A simple Adirondack camp that has given several summers' enjoyment and healthful recreation to a family of city dwellers



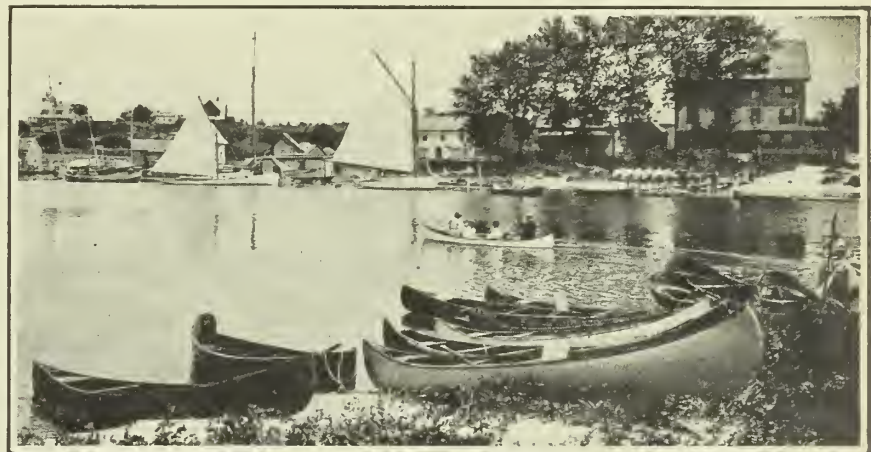
THE GOURMET'S DELIGHT

Six-pounder caught in Penobscot Bay, Me. Most of the annual yield of lobsters on the Atlantic Coast comes from Maine.



IN THE WHITE MOUNTAIN COUNTRY

Mt. Moosilauke and Warren, N. H., in the world-famous New Hampshire group of the Appalachian Mountains—as picturesque a portion of the country as one would wish to find.



THE CANOEIST'S PARADISE

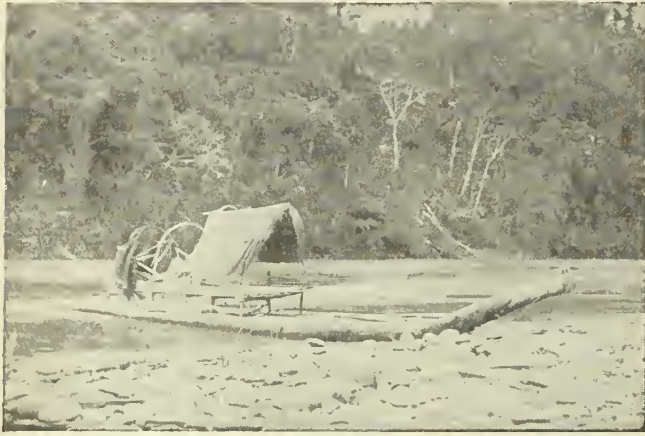
On the Kennebunk River, Me. The entire State with its hundreds of lakes and rivers offers the ideal vacation for the lover of the paddle and canoe.



A SCENE OF MEMORABLE EVENTS IN THE WAR BETWEEN THE STATES

Beautiful Harpers Ferry, W. Va., at the confluence of the Potomac and Shenandoah Rivers. The whole region round about Harpers Ferry is reminiscent of the thrilling days of 1861 to 1864, and a vacation in this land is educational as well as enjoyable.

QUAINT CRAFT OF MANY LANDS



A "Balsa" of Corkwood.

Used by the Bolivian Expedition in passing down the Mapiri River, Bolivia. A novel means of conveyance through a wild and primitive country.



A Singhalese "Catamaran."

Fishermen guiding a native boat through the surf at Wellawatta, Ceylon. That they are expert in sailing this picturesque craft the picture shows.



A Siberian "Baydara."

This primitive boat is seen in process of construction by men who hold to ancient habit, the Gukaghurs, on the Gassachna River in Northwestern Siberia, a bleak country.



The Savages of Japan.

These aborigines, called the Ainu, are here seen in their queer dugout canoes. They are a fierce and hardy people who cling to the ancient customs of their kind.



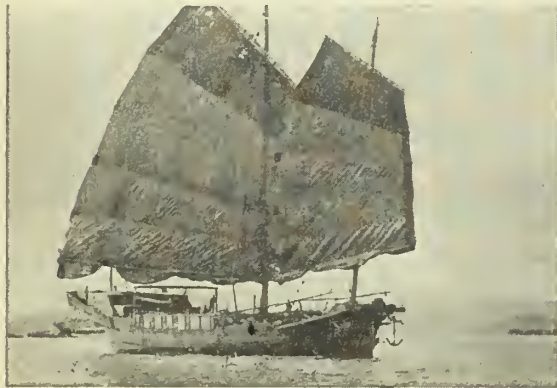
A Sea of "Junks."

A gathering of these characteristic Chinese craft in Soo-Chow Creek, just beyond the European section of Shanghai. Natives in seething filth eat, work, sleep, raise families and die on these vessels, many never stepping ashore.



The "Vinta" of the Moros.

These spy little vessels navigate the Sulu seas, and their occupants run about American men-of-war to observe, and if possible to steal. One will dive for a penny, a tin can or a bit of clothing.



A Chinese Junk.

This typical Chinese craft, perhaps the most ancient of navigating vessels, is passing Woosung. Many are operated by pirates, or are pressed into casual service by the Chinese Navy.



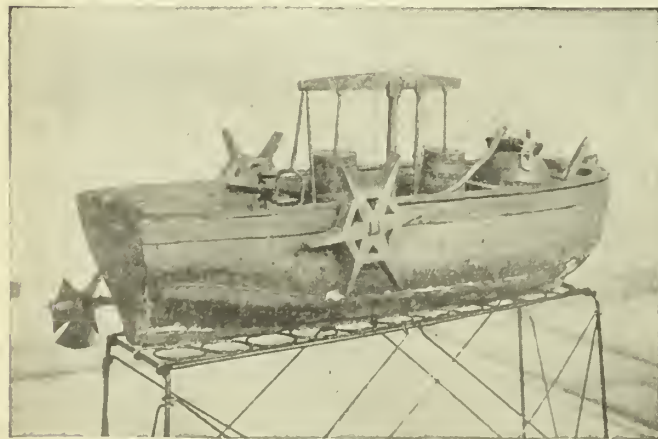
A Water Device in India.

Natives are here seen crossing the Beas, below Bajoura, with the aid of inflated bullocks' skins. Such navigation requires skill, but there is no danger of sinking while the skins are taut.



The Venetian "Gondola."

Here is the boat that traverses the canals of Venice, famous in song and story. In this picture a Doge's palace is seen from the lagoon, with gondolas at its front and a single one in the foreground.



Fitch's Steamboat.

A model of the vessel that sailed the Delaware River between Philadelphia and Bordentown, N. J., before Robert Fulton built a boat. It is at the New York Historical Society Building, New York.



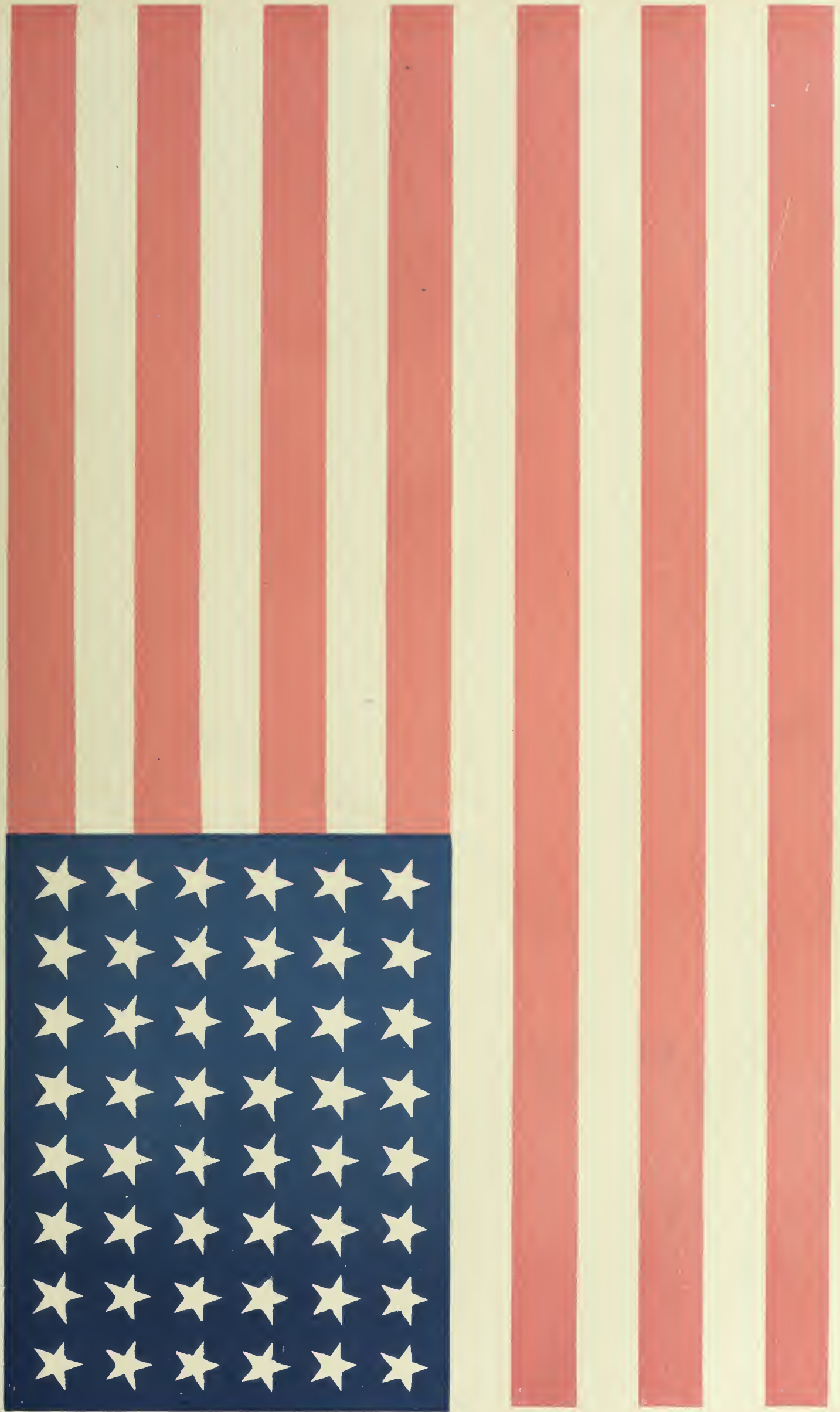
The "Clermont."

This is the replica of the famous early steamboat which attracted attention in the marine parade in New York waters during the Hudson-Fulton celebration in September, 1910.



The "Half Moon."

The craft of 80 tons burden in which Henry Hudson sailed with only about twenty men on his voyage of discovery, and in which he explored the river that now bears his name.



GUARDIANS OF OUR COASTS



ONE OF UNCLE SAM'S SPLENDID SUBMARINES AT SEA

COURTESY BY E. MILLER, JR.

The United States could do a little submarining on its own account if involved in a naval war, though it is certain that its torpedoes would not be directed at peaceful merchant vessels without regard to the fate of their passengers and crews. The United States has completed, or building, 77 submarines. The G-class, shown above, is representative of the more modern and serviceable

ones. The submarines are widely scattered, some being in Philippine waters, some at Honolulu, others on the Pacific Coast stations, while several guard the Panama Canal. Many of those along the Atlantic Coast are of the older types, useful only for harbor defense. A resolution was recently offered in Congress authorizing 100 more submarines.

A LAND OF GREAT OPPORTUNITIES



FRESH SALMON UNLOADED AT FORT GRAHAM, ALASKA

The fish, fresh from salmon traps, are dumped upon the canning floor and in a few hours are cleaned, packed, and ready for shipment.



© U.S. & CANADIAN PACIFIC

BOUNDARY LINE NEAR WHITE PASS

The stake between the two flags indicates the line dividing British Columbia from the United States



FARM NEAR COOK'S INLET, ALASKA

Showing how the rich and fertile lands of the valleys can be cultivated successfully.



ALASKA'S SUPERB ROOT CROPS

The largest and finest potatoes, beets, turnips, cabbages and lettuce are produced on the valley farms.



HERD OF CATTLE AT KODIAK, ALASKA

This picture was taken at the United States Agricultural Station which is breeding cattle peculiarly adapted to the needs of Alaska.



THE GREAT CANADIAN PACIFIC

AN ODD MONUMENT

Totem pole erected in memory of an Alaskan Indian.

NATURE'S GLORIOUS PANORAMA



WHERE THE COPPER RIVER JOINS THE SEA

This beautiful stream drains a valley of fabulous riches. Not only are copper and coal found in abundance but the agricultural possibilities are great. Along the coast this part of Alaska has a winter climate as mild as Wash-

ton or Baltimore; in the interior the winters are not more severe than those of Finland or Scandinavia. The scenery along the Copper River is magnificent, snow-capped mountains being within sight at every turn.



PRINCIPAL BUSINESS STREET OF THRIVING CORDOVA

Cordova is destined to be one of the important cities of the Alaska of the future, when the resources of this great territory are more fully developed. It is handsomely laid out with streets 70 feet wide and the beautiful mountains make it scenically impressive. The expectations of the

residents have a foundation in solid fact. With a square deal from the United States Government Alaska is certain to be a rich and prosperous commonwealth within a few years and will be capable of supporting a vast population of American citizens.

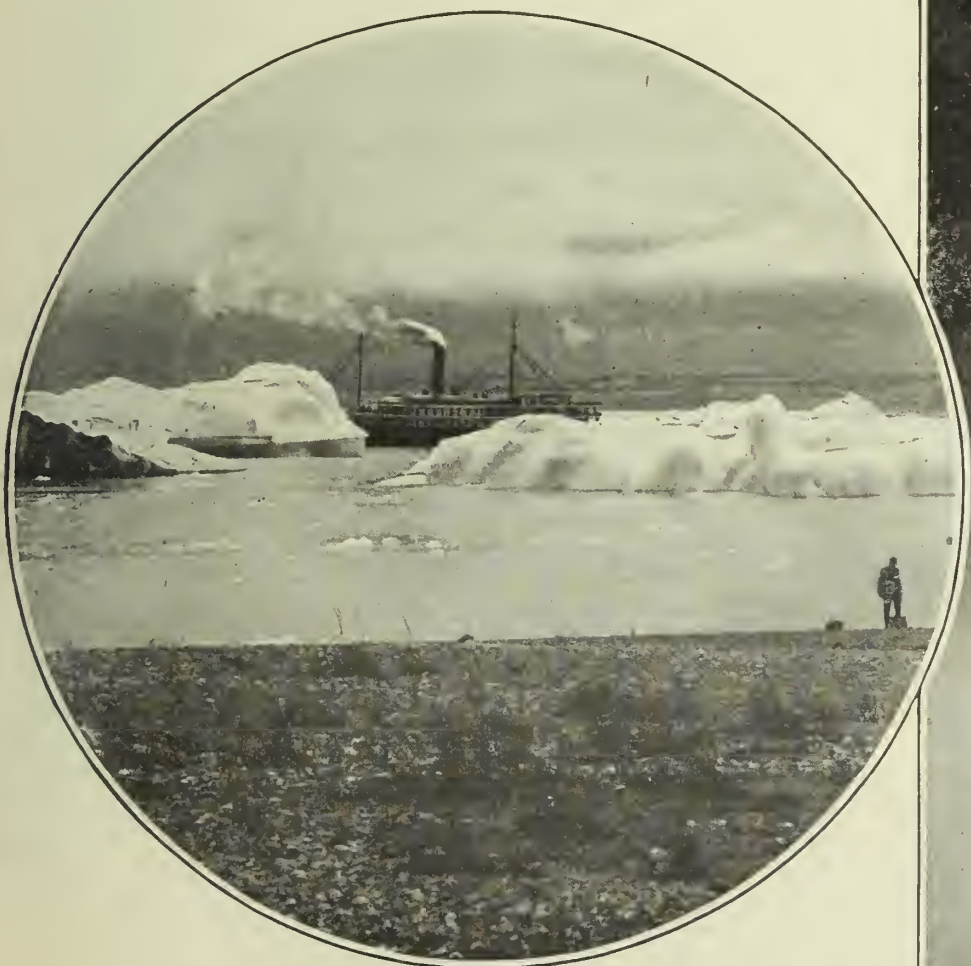
WONDERS OF THE NORTHWEST



TURNING A DESERT INTO A GARDEN

A. H. SHEPARD

What irrigation has done for the famous Valley of the Wenatchee, State of Washington. The finest orchards and vineyards and the most luxurious crops are grown wherever water touches the desert. Fruit lands have had an extraordinary rise and the fruits of the Wenatchee Valley are famous the world over for their size, richness and flavor. The valley is half way between Seattle and Spokane.



EXCURSION STEAMER "SPOKANE" IN GLACIER BAY

COURTESY PA. COAST STEAMSHIP COMPANY

This bay is filled with floating ice which breaks off from the glaciers and rapidly melts in the warm summer sun. Alaska tourists are surprised to find on one side of the vessel great ice glaciers and on the other fertile fields of green and heavily wooded timber lands.



COPYRIGHT 1912 BY KIRK PHOTO CO. FOR GREAT NORTHERN RAILWAY

MAGNIFICENT VIEW IN GLACIER PARK

One of the chalets on "Going to the Sun" Camp on St. Mary's Lake.

BALMY CLIMES FOR T

FROM COLD, RAIN,
SNOW AND ICE



IN SUNNY JAMAICA

Picturesque scenes greet one on every hand throughout the Isles of the Caribbean. Perhaps none of the West Indian Islands offers greater charm and variety of scenery than Jamaica.



PRIDE OF TEXAS

The Alamo, historic cradle of Texas liberty, to which annually winter travelers numbering thousands make their pilgrimage. This quaint old mission fortress faces Alamo Plaza in the heart of San Antonio's busy business section.



A SACRED

Sacred gateway at Nara. Japan always a delight to the animal frequent



JANET M. CUMMINGS

MIDWINTER BATHING IN THE PENINSULA STATE
Midwinter surf-bathing is as enjoyable at Miami and Palm Beach as any other attraction that lures thousands to the Florida East Coast resorts.



THE GREATEST JOY FESTIVAL ON EARTH

Since the war abroad closed the Nice Carnival of sport and fun, New Orleans has held a place unique among the cities of the

world. Here every winter come thousands of visitors to partake in the festivities connected with the world-famous Mardi Gras.

W. H. BALLOU

WOULD YOU A CH

Every colonial city has a historic cemetery that attracts many visitors. The tropical beauty of San Francisco attracts many visitors to the coast city that blends modern in

THE WINTER TRAVELER

TO SUNSHINE, WARMTH
AND FLOWERS



SCENE IN JAPAN

in front of
an ancient and
oldhist temple
the traveler in
s revels in the
etting the gen-
that are found
near old tem-
les.



L. F. KIRTLAND

LOCAL COLOR IN BERMUDA

A typical scene that greets the traveler to Britain's tiny archipelago off the Carolina coast. Bermuda mingles picturesque primitiveness with modern civilization, and perpetual spring clothes the fields and trees with verdure.



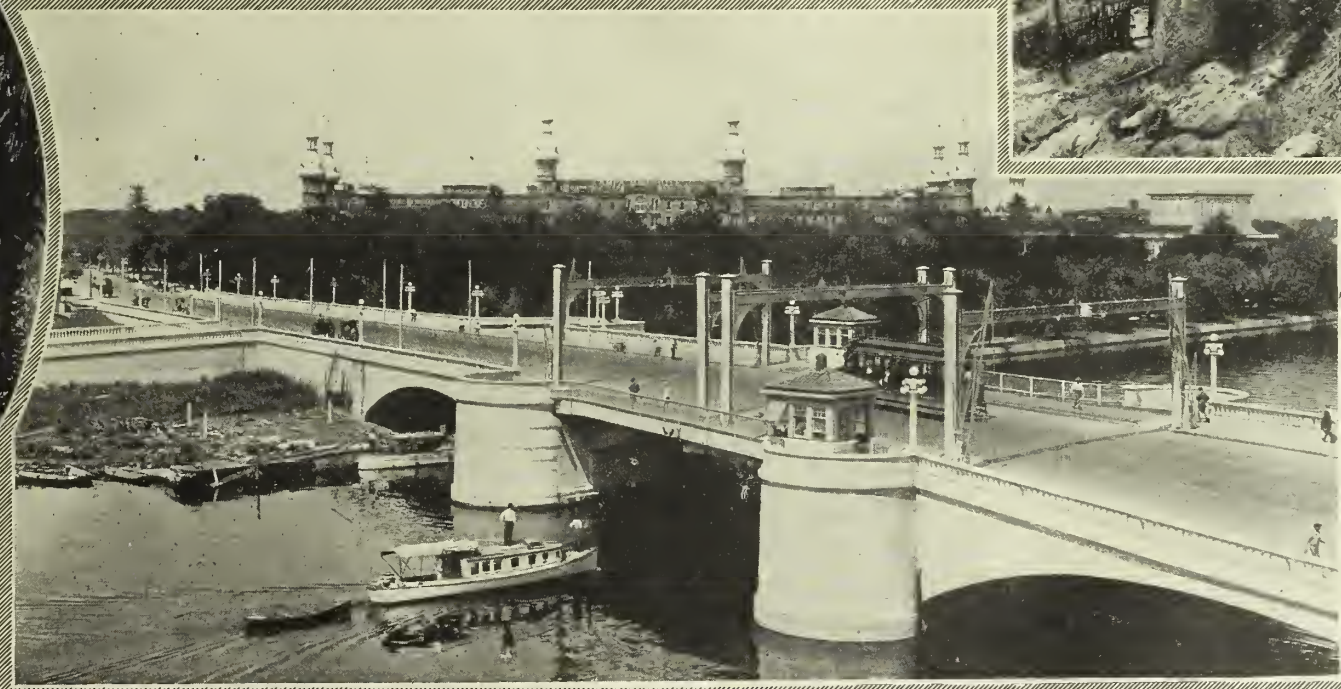
MARCH IN GLORIOUS CALIFORNIA

Flossom time in Central California, near Saratoga, where the annual blossom festival is held in March. The Pacific Coast is noted for its flower carnivals, among the best-known being those of Pasadena and Portland.



THINK IT WAS TERTY?

orth and south, has its
attracts its quota of
quietude and semi-
annah's Colonial Ceme-
who visit this lovely
the ancient and the
merican history.



FLORIDA WEST COAST'S PRINCIPAL RESORT

Lafayette Street bridge across Hillsborough River, Tampa, Fla., with the Tampa Bay Hotel in the background. This successful

municipally-owned hotel is proving that government-owned properties can be made to pay.



UNERWOOD & UNDERWOOD

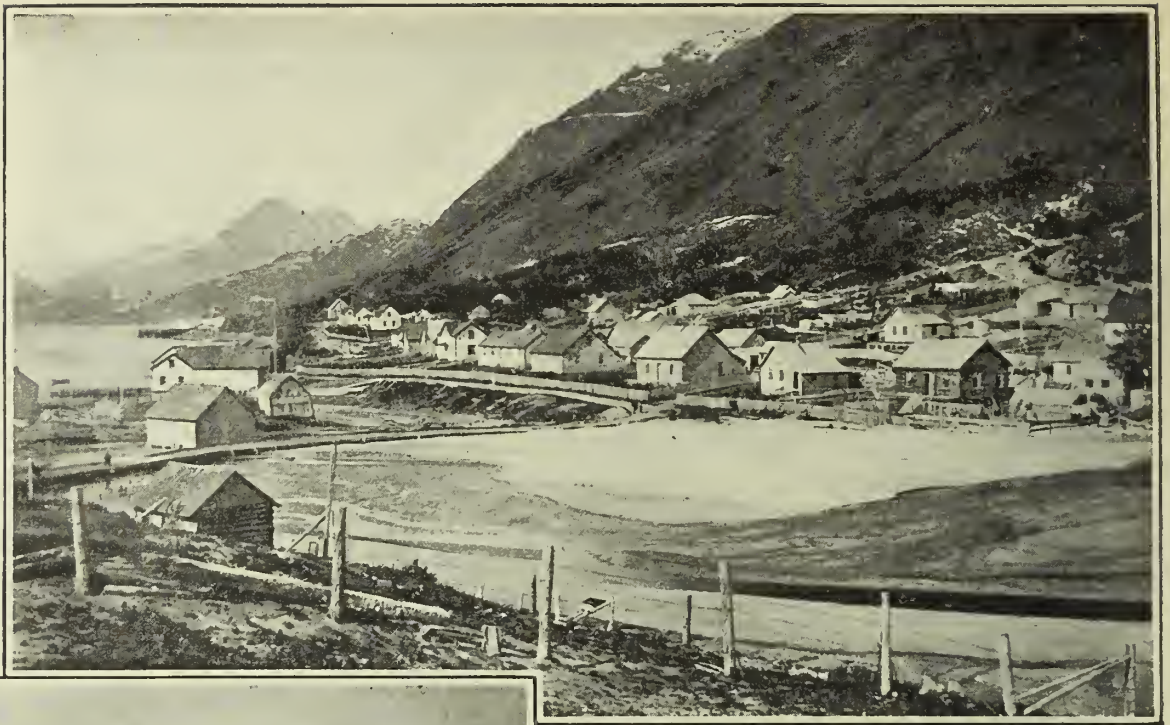
IN THE LAND OF THE SKY

Chimney Rock, in the Blue Ridge Mountains of Western North Carolina, one of the highest points east of the Rockies. Throughout the Land of the Sky the winter sojourner can enjoy immunity from the rigors of a northern winter.



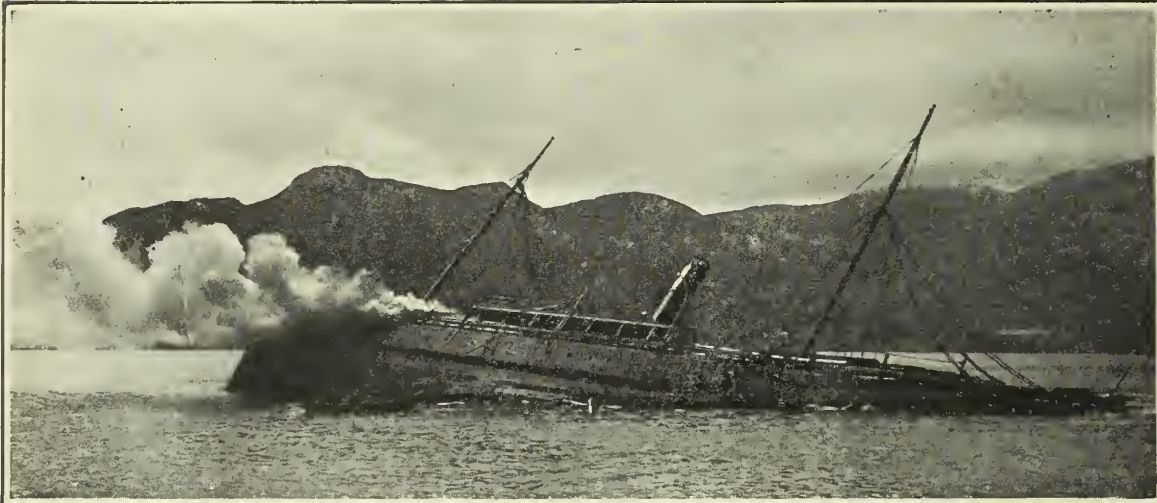
ALASKA

THE LAST STRONGHOLD OF THE HARDY AMERICAN PIONEER



A POND OF ASHES AT KODIAK, ALASKA

The white spot in the foreground was formerly a skating rink. It is now filled four feet deep with ashes from the eruption of Mt. Katmai.



WHAT UNCLE SAM'S NEGLIGENCE IN ALASKA COST

Steamship *Bertha* ran aground July 1915 at Uyak on a sand bar. If the government had marked the bar with a buoy or any kind of aid to navigation the vessel would not have been lost.

C. H. GLASGOW



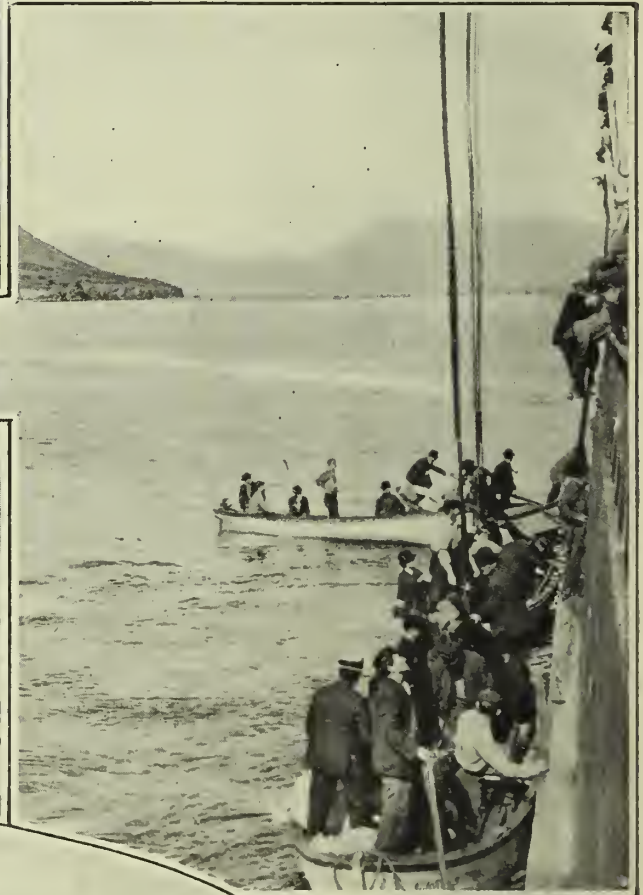
**WAITING FOR
THE MAIL**

At the new town site of Anchorage on Cook's Inlet, Alaska, several thousand settlers gathered awaiting the sale of the town site by the Federal Government. The mail facilities were so inadequate that some persons waited at the post office twenty-four hours to get letters.



SELLING LOTS AT AUCTION IN THE NEW ALASKA CITY OF ANCHORAGE

Agent Christensen of the Land Department at Washington selling lots at the rate of 1 1/2 a minute on the government site and taking in nearly \$150,000. Anchorage is the terminal point from which the government railroad is being built into the Matanuska coal fields.



**RESCUED
SEAMEN**

Crew of the burned steamer *Bertha* being taken aboard the steamship *Admiral Watson* at Uyak Bay, Kodiak Island, after the destruction of the *Bertha* by fire caused by spontaneous combustion of lime when the boat sprung a leak after running on a sand bar.

TALWAGE CONOVER

A TRAVELER'S HOLIDAY TRIP

BY DR. W. E. AUGHINBAUGH



EAGLE NEST ROCK
A prominent feature of Yellowstone National Park.



THE SPA OF THE ROCKIES
Manitou, Colo., nestles at the foot of Pike's Peak, the snow-capped summit of which is shown in the distance. It is famous for its hot springs.



REAL AMERICAN
Blackfoot Indian of Glacier National Park.

FOR 20 years I have been traveling in Europe, Asia, Africa, Latin-America, the West Indies, the East Indies, the Maritime Provinces, Northwestern Canada and even away up into the Frozen North, where I once spent two years. I have seen practically all the big mountain ranges of the world with their highest peaks, snow covered and cloud draped. I have been up most of the large rivers from their mouths to where navigation stopped. I have crossed Lake Titicaca, the highest body of navigable water in the world. I have sailed all the seas. I know the principal cities of all countries.

I have traveled by camel, by dromedary, by elephant, in coolie-carried litters, by mule, on horseback, afoot, with pack trains, in dugouts, on rafts supported by inflated goat skins, by train

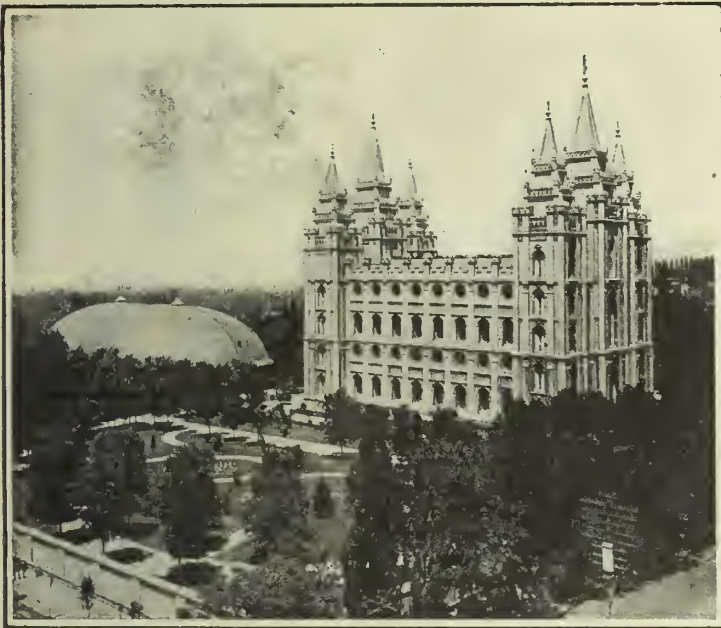


HARNESSING ELECTRICITY TO THE RAILROAD

The St. Paul has just completed the electrifying, at a cost of \$12,000,000, of 440 miles of track over the heaviest grade of the Continental Divide. One hundred and fifteen miles, from Three Forks to Deer Lodge, are now in operation. The power is obtained from the Montana Power Company, at Great Falls, Mont., delivering a combined direct current of 3,000 volts, the highest voltage used in railroad work. In ordinary street railway operation only 550 volts are used. The electric locomotives weigh 284 tons and cost \$212,000. They will haul a 3,200-ton load up a one per cent. grade at 16 miles an hour.

and by ship. I have slept in the open with the stars for a coverlet, in the desert, in hovels, in igloos, in tepees, in hotels of all kinds, and even in palaces.

I have crossed the equator 36 times and been around the world four times. And, on the side, I have been in every State of the United States. In all I am certain that I have traveled much over 200,000 miles.



TEMPLE SQUARE, SALT LAKE CITY

Many travelers pronounce Salt Lake City the most beautiful city in the United States. The Mormon temple is at the right of the picture and the tabernacle at the left.



BEAUTIFUL LAKE REGION OF MINNESOTA

Minnesota has more than 10,000 lakes that have been platted and named by the state survey. Together with Wisconsin it forms one of the most delightful of summer playgrounds.



THE GLACIERS OF ALASKA ARE THE MOST WONDERFUL IN THE WORLD

Few people realize that some of the most magnificent scenery in the world is to be found in the far north possession of the United States. Alaska is growing in popularity with tourists, but not half as fast as its wonders would justify.

MAKING TRAVEL LUXURIOUS

BY JAMES ADAMSON



IF you are in Boston, and pleasure or business require that you must leave for Los Angeles, you naturally expect to be transported without changing cars, except perhaps at Chicago, quite regardless of the number of railroads over which the Pullman in which you have made reservation is carried. That you expect to enjoy the comforts of a modern hotel including well-served meals, electric lights, heat in winter, electric fans in summer, hot and cold water, plenty of towels and immaculate linen as well as the service of well-trained employees, goes without saying. A barber shop, manicure, baseball ticker service, stenographer, valet, and the daily newspapers and magazines are further luxuries provided on the fastest trains.

Back in the early fifties a young man was travelling in a sleeping car between Buffalo and Westfield. The car was a mere box car with a triple tier of wooden bunks built into the sides. Practical only for night travel, rude, unventilated, unsanitary, inconvenient and uncomfortable, the car impressed the young cabinet maker and contractor as the apotheosis of barbaric discomfort, and into his active brain came the conception of a car based on entirely different lines of construction, a car that would be comfortable and commodious, a car in which travel would be made pleasurable.

George M. Pullman was the passenger, and a few years later, in 1857, two old Chicago and Alton Railroad coaches were fitted with sleeping car features of his own design. The work was done at the Alton shops at Bloomington, Ill., and in 1857 the first Pullman was run from Bloomington to Chicago over the Chicago and Alton Railroad.

The next few years were devoted to costly experiments. A workshop was rented, skilled mechanics employed and the inventor evolved the elements, by sheer ingenuity, on which the modern Pullman is based. Following the two remodelled Alton coaches was born in 1863 the first real Pullman. In a shed on the site of the present Union Station in Chicago a car was constructed in which for the first time the space above the windows was utilized for the storage of bedding and furniture by what is known as the "Pullman upper berth" construction. This car was named the Pioneer and true to its title marked a far outpost in the development of railroad travel.

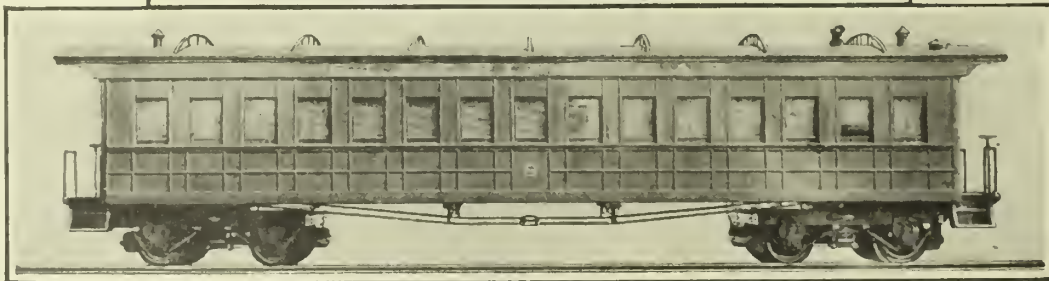
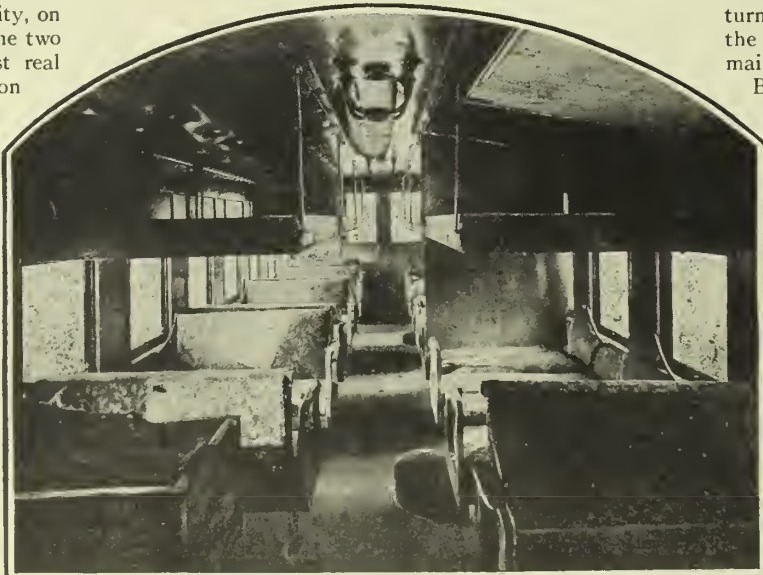
Due to the fact that the Pioneer type of sleeping car represented an outlay of practically \$20,000, while the cost of sleeping cars furnished by the individual railroads rarely exceeded \$4,000, it was necessary to charge a slightly increased price for a berth. In the \$4,000 cars \$1.50 was the price on certain runs; for a Pullman berth on the same run \$2 was asked. Undecided if the public would care to pay for the increased safety, comfort, cleanliness and convenience, cars of both types were operated on the same trains. The decision was instantaneous and the only grumblers were those who could not get accommodations on the Pullman cars.

One of the curious exhibits in the Pullman offices is the menu of the first dining cars (then operated by the Pullman Co., instead of the railroads, as at present) showing that the "high cost of living" was higher in those early days than now. For instance, eggs boiled or in any form were 40 cents, raw oysters 50 cents, coffee or tea 15 cents, and a half a spring chicken 75 cents. Another is the first instructions to Pull-



THE LATEST TYPE OF PULLMAN CAR IS ALL STEEL CONSTRUCTION

It is shown in the upper picture. The length is 82 feet 3 inches, and it has every luxurious accommodation that can be provided, as is shown by the lower picture, which is of an interior in the new type of sleeping car.



THE OLD-STYLE PULLMAN WAS NEITHER PRETTY NOR COMFORTABLE

The exterior of the car is shown in the lower picture. It was 51 feet 9 inches long and built of wood. The interior construction is shown in the upper of the two pictures. This style of car did not provide convenient storage space for bedding, but it did have a large box (lower left of picture) for the fire wood with which it was heated.

man car employees, especially insisting that passengers remove their boots or shoes on retiring, that smoking in the car be confined to the rear end of cars, that the coal fires for heating the car be shaken or coaled only while the car was in motion, etc.

In the years that followed Pullman plunged himself with all the intensity of his nature into the perfecting of the construction of his cars and the development and improvement of the service. The dining car occurred to him as but a logical development of railway travel and was promptly designed and operated along with the sleeping cars. The drawing room car followed, but ranking with the development of the sleeping car itself was his invention of the vestibule—a feature of construction which placed the entire train under a single roof, permitted the passenger to pass freely and regardless of wind or rain from the diner to the sleeper, to walk through the entire length of the moving train. By this invention the dangers resulting from collision were greatly reduced.

When the first great railroad was opened to the Pacific, the most magnificent train ever up to that time constructed was built in the Pullman shops and put upon the rails. That it was possible to travel continuously for six days without change of car and with all the comforts of a luxurious hotel ranked in wonder the construction of the road itself and the country through which it passed. Tourist travel—travel for pleasure—literally began with the development of the Pullman car.

By the development of his service and operation of his cars over various railroads Mr. Pullman succeeded in affording the public a convenience and economy hardly realized. Specializing in sleeping and parlor cars, and finally turning over the operation of the dining cars entirely to the individual railroads, he succeeded in consistently maintaining the highest type of car known to the world.

By constant experiment no feature that might add comfort or ease was neglected; no expense was spared, no effort neglected. By operating a sleeping car and parlor car service over all railroads it became possible not only to operate better cars than the individual roads can afford, but it became possible for a traveller to make an uninterrupted journey without changing at any time of day or night from the cars of one road to the cars of another.

Today the Pullman Company operates approximately 5,000 sleeping cars and parlor cars throughout the country. Nineteen thousand employees provide the service that for 50 years has been developed. In its own shops in the town of Pullman, Ill., where approximately 7,000 workmen are employed, are constructed the cars necessary for the service. The steel car was not invented by the Pullman Company, but when six years ago it was brought to the attention of the Board of Standards by President John S. Runnells, and recommended by him, as the car of the future, its merits were instantly recognized, and since that day the Pullman Company has not constructed for its service a single wooden sleeping or parlor car.

Many of the Pullman employees have spent a lifetime in the continuous employ of the Company. There are porters and conductors in number who can count 25 years in the service. Annual pay bonuses for a clean record, pensions and other means for the development of co-operation and understanding between employer and employee have been adopted.

PATRIOTS' RECORD PARADE

DEMONSTRATION
IN NEW YORK
BREAKS
ALL RECORDS

150,000 ENTHUSIASTIC MARCHERS DECLARE FOR PREPAREDNESS

New York was ablaze with American flags on May 13, 1916, as a procession of 150,000, including 20,000 women and 10,000 National Guardsmen, marched from early morning until night past a reviewing stand at Madison Square, in a preparedness parade. There were 200 military bands from New York, New Jersey, Connecticut and Pennsylvania and 50 fife and drum corps. 12,000 per hour passed the stand in files of 20 each, the National Guard bringing up the rear in two sections of 5,000 each. There was no display of banners allowed, other than the American and municipal flags and small division marking banners. Twenty Supreme Court judges, all the city officials, and the Naval Consulting Board, headed by Thomas A. Edison, marched, while bankers, insurance men, real estate men, dry goods men, exporters, shipping men, actors and all the trades and professions were represented. The procession was viewed by a million enthusiastic spectators. This photo was taken just after the parade passed the Leslie-Judge Company's building on Fifth Avenue.





ORSON
LOWELL

Copyright 1910
by Leslie-Judge Co., N. Y.

BOTH ARMS OF THE SERVICE

TRUCKING NEAR THE STARS



BUILDING THE WORLD'S LARGEST TELESCOPE

The Carnegie Observatory atop Mount Wilson in California, which now mounts 100-inch telescope, had to be constructed by the aid of motor trucks. Single girders weighing 13 tons were carried up the 6,000-foot ascent over a distance of nine miles. The grades vary from 12 to 20 per cent. and at times on the steepest grades men were required at the front end of the girder to hold the four wheels of the truck on the road and to prevent the rear end from dragging on the ground.



SIGNALING THE DRIVER

The projection of the girder at the front enabled the driver to see only his own side of the road. Portions of the road were so narrow between the rising cliff at one side and the 2,000-foot descent at the other that a man was placed astride the girder to "wig-wag" the driver and indicate the clearance between the truck and the cliff on the obstructed side. Although the road surface is hard and comparatively smooth, the tremendous weight on each wheel caused the tires to sink to a depth of several inches in the crushed stone and gravel surface.

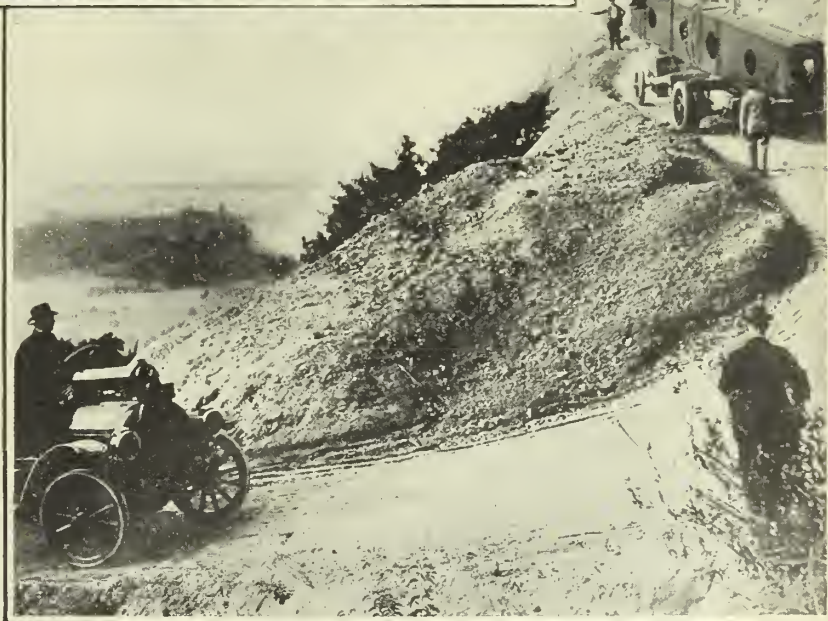


LOOKING DOWN ON SOME OF THE GRADES

Although the total ascent was 6,000 feet in nine miles of winding roadway, this 6½-ton truck hauled its 13-ton load without the assistance of any of the following or preceding trucks which were sent along for use in case of emergency.

THE SERPENTINE ROADWAY

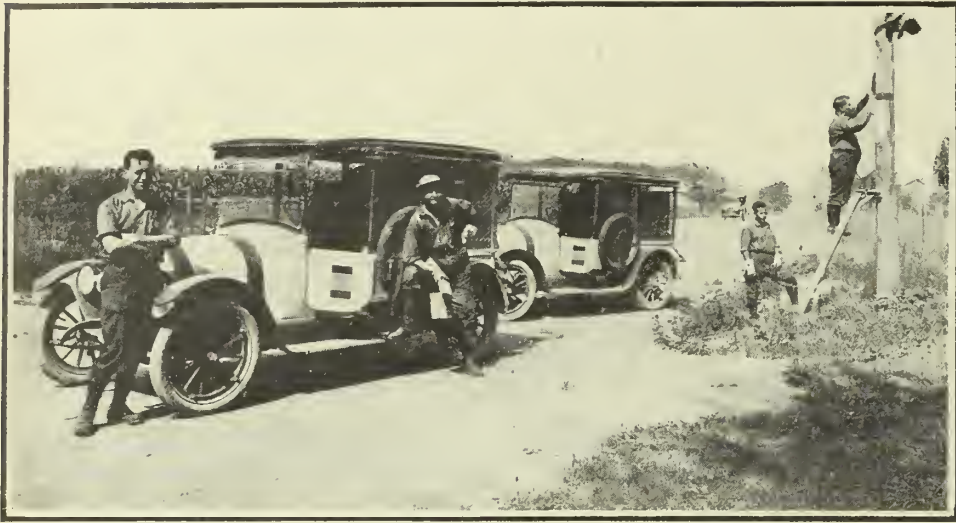
The truck with its load is shown at the right of the picture. Five different portions of the road are seen in this view. Some of the turns are so sharp that, owing to the length of the load, the truck was forced to "back and fill" on some of the steepest grades. In many instances, a skid or a slip of three feet would have meant a tumble down the side of the mountain. Pasadena lies in the valley at the left of the photograph.



THE BEGINNING OF THE ASCENT

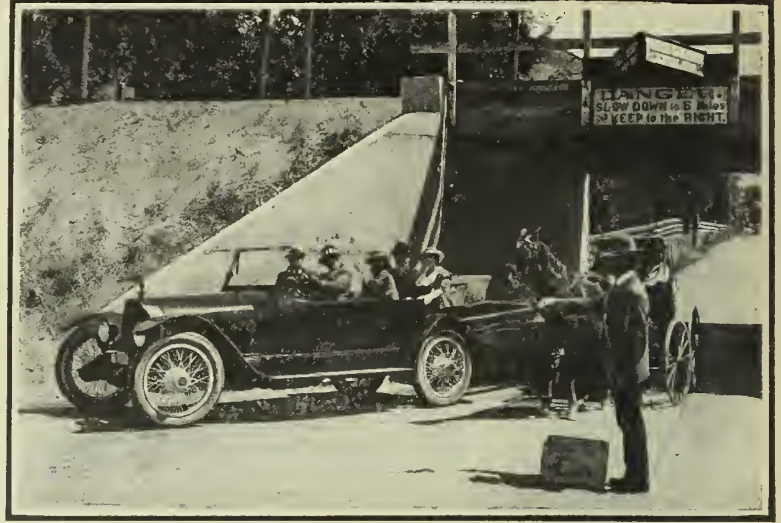
There is no railway on Mount Wilson capable of carrying these loads. Therefore, it is only by means of the motor truck that this world's largest telescope has been made possible. The grinding of the 100-inch lens for the telescope required five years. The observatory is used entirely for the study of the sun.

DO MOTORISTS AVOID YOUR TOWN?



MARKING THE LINCOLN HIGHWAY

This pioneer transcontinental highway is being thoroughly marked with its distinctive signs throughout its entire length. Soon motorists will be enabled to travel from coast to coast without the aid of guide books.



A SIGN WHICH NO DRIVER CAN MISTAKE

Plain markings of unexpected traffic requirements are necessary and will be followed by the average motorist. Officers to enforce such requirements should not be needed if the signs are prominently posted.

Most persons believe that the speed trap and the "appletree" court are relics of rural motoring which may be relegated to the past, together with kerosene headlights and single-cylinder motors.

But not so. The increasing number of motorists who use country and suburban roads and who unwittingly are violators of one or all of the many absurd regulations imposed by city, town or county authorities, offers too tempting a lure to the Constable and Justice of the Peace. It matters not that the former may be in "brass buttons" and mounted on a motorcycle, or that the latter may be garbed with the title of Magistrate, the tendency for these minions of the law

NO SPEED LAWS ARE NECESSARY HERE

The sharp turns and winding roads which have been substituted for steep grades make high speed dangerous, but the average motorist is glad to travel at a moderate rate in return for the saving in wear and tear on his motor through the elimination of the steep hills.



to look upon all motorists as willful violators of petty regulation is the same as in the days of the flashing star and wisp of straw serving as a judicial wand as depicted in the cartoons of a decade ago. And, in some instances time has not changed the status of these collectors of fines, for in many states it has been discovered that the rural Justice of the Peace is exceeding his authority in exacting penalties and collecting the money himself instead of holding the offender for a higher court. In several instances the charge has been made that the Justice and the arresting officer look upon the fines as personal spoils to be divided equally between them. certain restrictive laws regarding speed,



"ROAD PASSABLE BUT DANGEROUS—PROCEED AT YOUR OWN RISK"

The thoughtful road authorities aim never to close a road entirely. By resurfacing one-half of it while the remaining half is kept open, traffic need not be deflected around an extensive detour. Warnings should be given of the road's condition, however.



BRINGING ORDER OUT OF CHAOS

The proper treatment of a badly worn gravel road will make of it a boulevard of which the pioneer motorists of a decade or so ago might well be proud. This photograph shows the same section of road as that illustrated on the left, after repairs have been completed.



ONE TOWN'S WELCOME TO MOTORISTS

This enterprising community has erected a free camp house for tourists, where they may find shelter for the night and space for parking their cars. Many motorists plan their trips to include this town which so cheerfully furnishes wayside accommodations.



A RELIC OF A BYGONE AGE

Old wooden bridges are rapidly (and in this case, literally), giving way to the more modern concrete type. Township authorities generally mark certain bridges as unsafe, but in this instance the car owner made the discovery first—to his sorrow.

the use of bright headlights, the smoke and muffler cutout nuisances, and traffic rules are necessary, but it is assuredly not incumbent upon adjoining districts or municipalities to enact laws at such a variance with each other that a motorist who is permitted the safe and sane speed of 25 or 30 miles an hour in the open roads of one township, should be arrested for exceeding 12 miles an hour in an equally sparsely settled section of an adjoining town.

Associations of motor car owners and touring societies have long been issuing maps on which the various good and bad roads are to be found; naturally, the motorist followed those highways indicated as being in good condition, even though a longer route was required. These same organizations are also noting on their touring maps the presence of speed traps or the unfair en-



A RIVER BANK AS A HIGHWAY

Many of our rivers and their valleys form the most beautiful touring routes in the country. Highways especially for motor cars have been built along their banks, and such sections are visited annually by thousands of touring parties.

forcement of absurd ordinances. This information as contained on the road maps is supplemented by a bulletin and it is not long before intolerable conditions either of road or law enforcement reach the ears of practically every tourist in the vicinity. This means that if such conditions continue, the township which treats the motorist with scantiest courtesy will be avoided as surely as though its roads were marked as in an impassable condition. No motorist will spend his money willingly in a community in which he knows it will be taken from him by force.

Many of these absurd ordinances and much of the arbitrary enforcement of even the fair laws are due to political influences or the presence on the Board of Aldermen, or Supervisors, of ignorant men not conversant with the formation of laws which might help the city.



BEFORE AND AFTER—THE DIFFERENCE BETWEEN NEGLECT AND CARE

A severe winter and heavy rains will combine to destroy even the best built dirt or gravel road. The ruts formed in these roads become an actual menace to the lives and property of thousands of tourists, and no speed traps or other annoying evidences of hostility to the motorist will be needed to keep tourists away from routes which could so easily be brought to the condition of that shown in the right hand view.

MAKING A SPORT OF SPEED

BY HAROLD WHITING SLAUSON



CARL G. FISHER
Father of the speedway
idea, and President of the
Indianapolis Speedway As-
sociation.

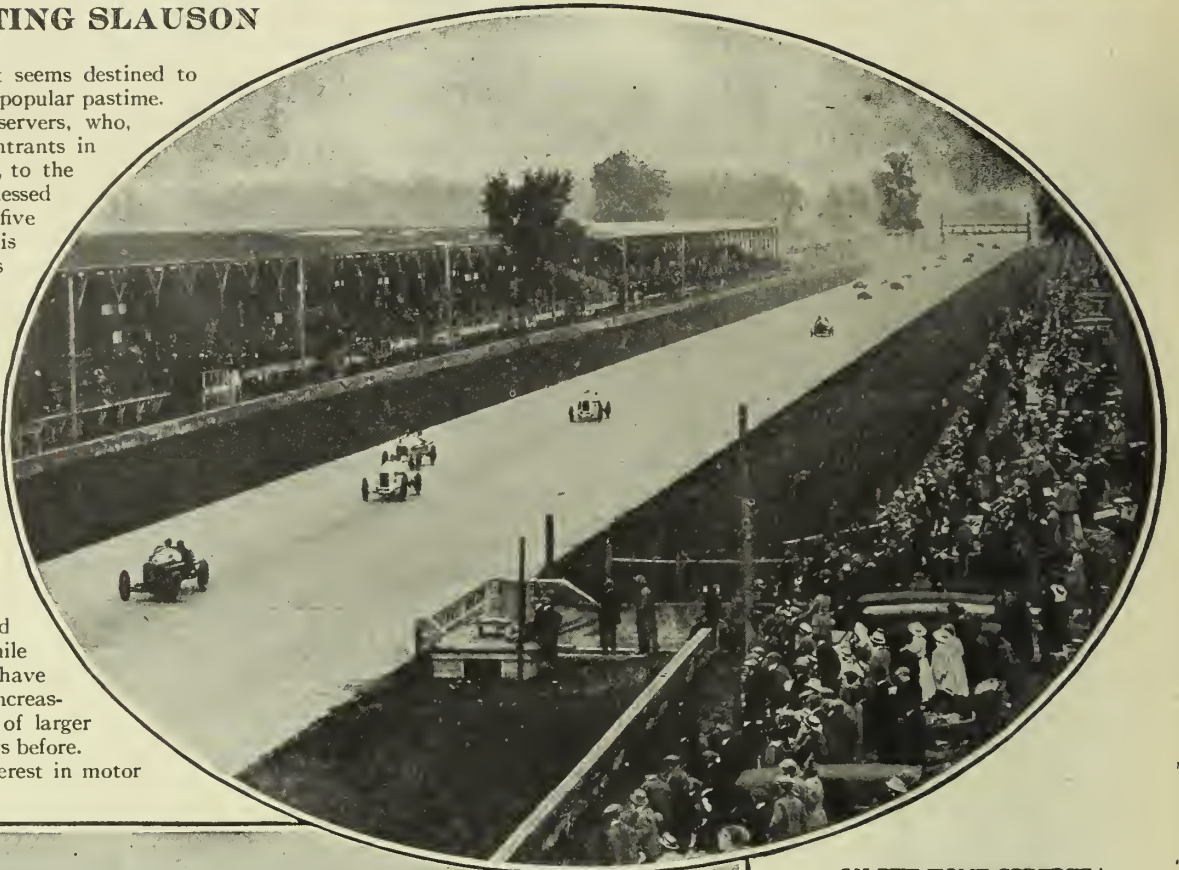
THE world's speediest sport seems destined to become the nation's most popular pastime.

From a handful of observers, who, twenty years ago followed the entrants in the first automobile race, on foot, to the half million spectators that witnessed the motor car races held on the five leading speedways during 1915 is an impressive leap. And yet this is as fairly representative of the strides made by the sport of automobile racing as is the increase in average speeds from five miles per hour to 102 miles per hour representative of the strides made by the industry.

In those early days no admissions were charged; today over a million dollars a year is

taken in at the gates of these five speedways. There must be something gripping about a sport which will bring half a million spectators hundreds of miles—and in several instances entirely across the Continent—to witness thirty high-strung, mechanically perfect motor cars, driven by as many daring and steel-nerved drivers, dash around a two- or two-and-a-half-mile track for from three to six hours. And yet these enthusiasts have been flocking to Indianapolis, Des Moines and Tacoma in ever-increasing numbers, and Chicago and Sheepshead Bay have promises of larger crowds each season than attended the opening of those speedways before.

What has been the cause of this wonderful increase in the interest in motor car racing? The question is easily answered. There are over two million motor car owners in this country, and to the majority of these his automobile represents his principal means of attaining sport, pleasure and recreation. In addition, these contests are always close and exciting, and this element appeals to the sport-loving nature of the average American. But from a practical standpoint, too, the owner is interested in automobile racing, for on the race-course may be tried out metals and designs, which, were it not for the laboratory of the speedway, would not make their appearance in the stock car until several years hence. The motor car owner is enabled to know just what sustained tremendous pressures bearings of certain materials, lubricated



ON THE HOME STRETCH

"There is something doing every minute" in a speedway race. Each car averages less than two minutes for a circuit, and as there are from 20 to 30 entrants, the spectators are treated to constant action.

But the feature of racing which makes it appeal most to a true sportsman is that it is *clean*. To be sure, professional drivers race not alone for the honor and glory attendant upon the contest, but for the large cash prizes offered by the management and accessory manufacturers. But this is scarcely a defect, for it serves only to multiply the eagerness to win. The conduct of the sport itself is absolutely in the hands of the contest committee of the American Automobile Association, and from the accuracy of the hundredth-of-a-second timing machine down to the rules requiring certain safeguards on all types of tracks, the contest is run with a fairness, precision and freedom from accident that may well serve as a pattern for the conduct of what has been considered the cleanest branches of intercollegiate sport.

EVERYBODY DRIVES TO THE RACES

The cars parked in the speedway enclosure on race-day form almost as impressive a sight as the racers themselves. In the background is shown a portion of the stands at Indianapolis capable of accommodating 100,000 persons.

by special oiling systems, will withstand. The heat, vibration and pressures obtained in a 300- or 500-mile race at the rate of from 80 to 102 miles an hour could only be equalled in fifty times that distance under ordinary touring conditions, and confidence in the car itself is therefore instilled into the mind of every owner.

The war in Europe will be responsible for several interesting developments in the design of racing motor cars. Already, for its Decoration Day Race, Indianapolis has accepted the entry of a newly designed foreign car which is built on the experience obtained with aviation motors during the last year. It can be safely stated that the design of light-weight parts, which are essential for use in aviation motors, has progressed during the last year to an extent which would have required a decade of development in peace times.

But even as recently as eight years ago the especially constructed automobile speedway was the development of the future. Up to that time contests were held either on mile dirt tracks or on a public highway in which accidents both to spectators and drivers were as frequent in a single race as mark an entire year of speedway sport.

The germ of the speedway idea was planted in the midst of the Hoosier corn belt, and in 1909 the Indianapolis Speedway was completed. With the exception of the famous Brooklands track in England, this was the only speedway of its kind on the two Continents, and Indianapolis soon became the Mecca for the racing enthusiasts of the country. As an indication of the widespread interest in this first track devoted solely to motor car racing, it was found necessary to build grand stands alone capable of seating 100,000 spectators—a number at that time almost equal to the total population of Indianapolis. This two-and-a-half-mile course has become historical. It is the cradle of the automobile track race, the melting pot of design, and the training ground of many a world-famed driver who has made his name in a few short hours of daring driving in one of the classic 500-mile races.

When the four men who had the courage of their convictions sufficient to induce them to sink vast sums of money in what was then a field of corn hills, six miles from the center of the Indiana metropolis, first conceived the idea of this speedway, it was intended that its speed limit should be set far in excess of that ever considered attainable by any racing car.



SEVEN O'CLOCK ON A RACE-DAY MORNING

DRITSMAN

Unlike the road races which started at daybreak, the speedway races do not start until ten, eleven or twelve o'clock. Nevertheless the crowds begin pouring in four and five hours before starting time in order to avoid the congestion on the roadways and at the gates.

"TREASURE ISLAND"

ROBERT LOUIS STEVENSON'S GREATEST ADVENTURE STORY SPLENDIDLY STAGED

PHOTOS BY WHITE



BILL BONES, THE BULLY

Bill Bones (Tim Murphy), mate of the defunct pirate Flint, and guardian of the map of Treasure Island, with the location of the hidden fortune, alternately entertains and bullies the guests at the Admiral Benbow Inn, where he is hiding from the other members of Flint's crew, from which he is a deserter.



THE SEARCH FOR THE TREASURE MAP

Headed by the blind man Pew (Frank Sylvester) the pirates invade the inn in search of the map. But they have been forestalled, as Jim Hawkins (Mrs. Hopkins), warned by Bill Bones, has abstracted the map and taken it to Squire Trelawney (David Glassford). In the scene here portrayed, Pew is urging the pirates, who have been alarmed by noises outside, to continue the search.



THE PIRATES CHECKMATE THE SQUIRE

Squire Trelawney fits out an expedition to recover the treasure. Long John Silver (Edward Emery), member of Flint's crew, gets the pirates into the Squire's service, with the idea of themselves reaping the reward of the Squire's labor. When they reach the island, the pirates mutiny and leave the ship with the precious map. Jim is taken as hostage. The two men left on board are here threatened by the Squire and his followers, but escape by pointing out that Jim will be killed if a shot is fired.



THE FIGHT AT THE STOCKADE

The Squire and his party have landed on the island, in an attempt to thwart the pirates, and have taken their stand in an old stockade, the only place on the island where there is water. They are attacked by the pirates, but repel them with heavy loss. Jim Hawkins, who has made his escape from the clutches of the buccaneers, has gained the shelter of the stockade.



THE TREASURE RECOVERED

The reason for the absence of the treasure from its original hiding-place is here made plain. Ben Gunn (Charles Hopkins), a member of Flint's crew who had been marooned on the island long before, had found the pirate's loot and carried it, a little at a time, to his cave, to which he has conducted the victorious party. We have here the "happy ending" of this most satisfactory drama.

THE PIRATES BAFFLED

The pirates, baffled in their attempt to destroy the Squire's party, go after the treasure. They find the skeleton, Flint's pointer to the burial-place of the riches—but no treasure! In their baffled rage they attack Silver, whom they blame as the cause of their disappointment, but the opportune arrival on the scene of the Squire and the faithful few from the stockade puts them to final rout, and every last man of them, except Silver, is killed.

FOOTLIGHT FOLKS



OH, WHAT A MERRY DOLLY

Not even a park policeman would make Ellen Dallerup go home for her clothes if she came out to do a little plain and fancy skating, such as she did at the New York Hippodrome.



MOFFETT

MISS MARY NASH

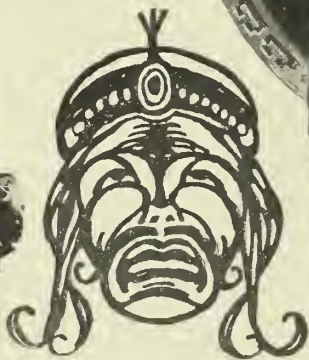
Who had the leading part in "The Man Who Came Back" at the Playhouse in New York.



WHITE STUDIO

AS THEY DO IN CHINA

"The Yellow Jacket" as presented at the Cort Theatre in New York was a remarkable play in the Chinese manner, being quite void of scenery. No one missed the stage effects because the acting was so good.



WHITE STUDIO

"MISS SPRING-TIME"

Sari Petrass as Rosika in the popular musical comedy at the New Amsterdam Theatre, New York City.



CAMPBELL STUDIO

VISIBLE AFTER TWELVE

Muriel Martin, who appeared at Ziegfeld's Midnight Frolic atop the New Amsterdam Theatre, New York. Her skit was one of the hits of a popular show.



MURANT

REFORMS CROOKS

Ruth Chester, who as the mother in "Turn to the Right" at the Gaiety Theatre, New York, performed the miracle nightly of turning to the right three promising crooks.



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ON THE WAY TO STARSHIP

Justine Johnstone in "Betty," a catchy musical comedy at the Globe Theatre, New York. She did "Chiquette," a minor part, in so clever a way as to predicate rapid advancement in her profession.



UNDERWOOD & UNDERWOOD

THE DEVOTED WIFE

Janet Beecher, as the wife of the unjustly accused convict in "Under Sentence," who eventually won her husband's freedom. She did even more. Her excellent acting kept the play from being a failure.

EMMA DUNN IN "OLD LADY 31"

LEE KUGEL, the producer of "Old Lady 31," seven years ago ran across a novel which interested him by reason of its dramatic possibilities. From that time until the first of January, 1916, he endeavored to secure the dramatic rights, and finally succeeded. He contracted with Rachel Crothers to make the dramatization. Miss Crothers had scored successes with "The Three of Us," "A Man's World," "Myself Bettina." Emma Dunn, the greatest creator of mother types the world has ever known, was engaged to star in the play. Over 300 actors were tried out for the different roles, and "Old Lady 31" was a success from the start. The clever mingling of laughs and tears has given it an enduring quality.

The play opens with a prologue in which there are only two characters; one is Angie (played by Emma Dunn) sweet, trusting, kind, and the other her hus-



even the old grandma, who can scarcely stagger around with her stick, vies with the others in kindness to Abe. Jealousy develops, and if it were not for the appearance of the sweetheart of one of the inmates there might have been civil war in the home, for some are determined to send Abe away. Luckily, the old ladies think better of it, when the old but still blushing bride is borne away.

Abe falls sick. No one knows just what is the matter with him. But probably Mike, the woman-hating care-taker, was right when he said, "What ye need, Abe, is a bit of a spree." So Abe goes off with the bridegroom, who came to visit him, and returns to Angie, after much worry on her part over his

NO. I—OVER THE HILL TO THE POORHOUSE

They'll only be three miles apart—Angie in the old ladies' home and Abe in the poorhouse. Angie remembers the days of their courtship when three miles was almost nothing at all and she is brave. But Abe remembers the sheaf of worthless securities he bought and which now represent their home.



NO. II—ABE BECOMES AN OLD LADY TO GET IN

Thirty old ladies, the population of the home, extend to Abe its hospitality, and, registered as "Old Lady 31," he takes up his residence there. The only man in the home, he is the cause of some jealousy, particularly on the day of his birthday party when he is so indiscreet as to notice one old lady more than another.



NO. III—A LITTLE SYMPATHY STARTS A LOT OF TROUBLE

Just because Blossy, the 60-year-old lady, who never grew old, and whom an admirer has been courting for a quarter century, does not receive her annual proposal of marriage, and, because she is all broken up over this heartless neglect, and cries, and Abe is sympathetic, and she kisses his hand, people start talking.

band, Abe. They are saying good-bye to the home over whose doorsill Abe carried her, a bride. They have lost their all and are on their way to the old ladies' home, where Angie is to be housed in "luxury" because Abe demands it, while Abe is to go to the poor-



NO. IV—A SLY MATCH-MAKER

"Go ahead, Blossy, get married," is the advice of Angie, who sees in Blossy's nuptials a quieting of the jealousies in the home, the restoration of Abe's welcome as a member of the institution family, and the assurance of a good home for the rest of their lives.

NO. VI—IN THE MEANTIME

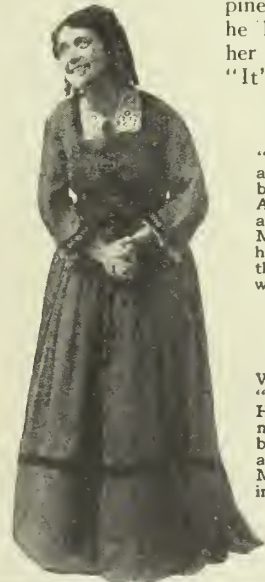
Mary, the daughter of the richest man in the county, and the president of the board of directors of the home, loves John, and John of course, loves Mary. But John is a poor boy, working around the home. Because he has talent as an architect, Mary advises him to go to Boston to study for that profession.



"OLD LADY 31"

LEADING CHARACTERS

Angie.....	Emma Dunn
Abe Rose.....	Reginald Barlow
Blossy.....	May Galyer
Mary.....	Marie Pecher
John.....	Stuart Sage
Mike.....	Mike O'Connor



days. Abe and Angie forego their deliverance to bring the boy whom they long wished to adopt into the happiness of winning the girl whom he loves. As Angie says to her when the curtain falls, "It's love, love, love."

NO. V—ANGIE'S PLOT

"Women night and day gets on a man's nerves, and besides is belittling," as Abe remarks, and Angie knows that Abe's inexplicable illness is from no other cause. Mike, the gardener, a woman-hater, is wheedled into giving Abe the necessary medicine—a "spree," which consists in spending a night or two at a lighthouse.

NO. VII—UNEXPECTED HAPPINESS

When Abe gets back from his "spree," things happen rapidly. His old mining stock has suddenly made him rich. John is adopted by the now wealthy Abe and Angie and so is enabled to propose to Mary, and the old couple, happy in well-doing, are returned to their former peaceful home life.



ANGIE, WHO GUIDES THE DESTINIES OF THOSE ABOUT HER

Angie, the sweetest, dearest character imaginable, a mother, a sweetheart, a friend, the benefactor, is the epitome of all that is fine and good in womankind, aiding and helping everyone, doing all things for their happiness and comfort. She represents the type of the universal mother and friend, optimistic but still conservative. Always before her eyes is the burning light of God's love. In her we see the mirrored reflection of our mothers and our grandmothers; of our old and dearly loved aunts and the whole line of relatives that every man treasures in his memory as the golden link that connects his life of today with his early childhood. Hers is the character played by Emma Dunn.

A SAWDUST TRAIL OF PEACH JAM



THE BACK-O-NATURE MOVEMENT

Joe doesn't remember that he ever did the bit of burglary for which he has been repenting a year in prison, but the two prison cronies who wait in the cozy little pawnshop to welcome him are willing to take a chance on him, professional or amateur. They urge him to turn just one more trick before he quits, but Joe starts walking farmward whistling "Good-bye, Boys, I'm Through."



WATCHFULLY WAITING AND PRAYING

Correspondence from the prison hasn't been voluminous, and Joe's mother and his sister Betty have had no word from him for a year. His mother prays daily for news of her boy; his sister hopes for his return in time to save the mortgage from foreclosure; but Elsie Tillinger begins to weary of the long silence.



AN INTERRUPTED PRAYER

Ordinarily it is not good form to burst into a room where people are praying, but Joe's mother and sister overlook the breach of etiquette when the wandering boy throws open the door. Betty has outgrown the doll he brings her but the shawl for his mother is, of course, "just what she wanted."



A FORTUNATE PLACE TO BE KICKED OFF A TRAIN

Mugs and Gilly, late of the prison and the pawnshop, always have stolen, so the natural tendency is to steal a ride. Kicked off the train, they make their way to the Bascom farm and find Joe's mother far more sympathetic than the brakeman. At the evening meal they are introduced to all the saving agencies in the story, prayers, peach jam and kind-hearted women.



A LITTLE JOB OF EXPLAINING

Joe has a hard road before him. He left home to make good in the city for Elsie's sake, and she appreciated that as long as he kept up his reports on his progress. But a year's silence, the competition of the city man and his tailor allies, a prison sentence to explain and the cordial dislike of the Deacon, Elsie's father, who holds the mortgage on the Bascom farm, all make Joe's path with Elsie anything but rosy.



PEACH JAM ENTERS THE WORLD MARKET

No one knows better than Joe's mother how peach jam should be made. Sammy Martin, the Deacon's hired man, knows better than the Deacon its market value. With a little arguing and planning the arrangements are finally made and the widow begins to can peach jam as fast as Sammy can dispose of it to eager customers.



THE SAWDUST TRAIL'S HAPPY ENDING

"All is well." This picture, which looks like a male quartet, really shows a very happy mother, three happy bridegrooms, now respectable citizens, and one happy salesman whose success has promoted him from overalls to a dress suit. The other characters in the story, presumably, are back of the scenes cooking more peach jam.



PLAYS AND PLAYERS IN NEW YORK



BEAUTY AND GRACE ON SKATES

Cathleen Pope, a big hit in "The Big Show," the latest of the Hippodrome's gigantic spectacles.



THE FIRST REAL SUCCESS AT THE CENTURY THEATRE

"The Millionaires' Theatre" had a success at last in "The Century Girl," which drew large and enthusiastic audiences for months. Here are Hazel Dawn and Irving Fisher in one of the prettiest scenes in the extravagantly staged production.



OLD FRENCH ROMANCE

Julia Arthur, at the Criterion, scored another success in "Seremonda," a thrilling 12th century play by William Lindsay, formerly a minister.



ALWAYS A FAVORITE

The ever-popular Elsie Ferguson in "Shirley Kaye," at the Hudson Theatre, a new comedy by Hulbert Foot, played a part well suited to her ripened talents.



ATTRACTING THE ATTENTION OF CRITICS

A scene from "The Lady of the Weeping Willow Tree," a Japanese legendary play at the little advertised Portmanteau Theatre, where one finds well-played, well-staged, clever productions.



THE WELL-LOVED NORA

Nora Bayes, the popular comedienne, was the whole show, verily, at a series of Sunday night and matinee entertainments at the Eltinge Theatre.



AN UNHAPPY LONEST MAN

William Collier, the expert and amiable farceur with Margaret Brainerd in the entertaining comedy, "Nothing but the Truth," which easily filled the Longacre Theatre for many a night.



CINDERELLA MEETS HER PRINCE

Maude Adams, the popular idol of theatredom, in the fanciful Barrie play, "A Kiss for Cinderella," at the Empire. The ballroom act was one of the most exquisitely staged sets New York has ever seen.



A BROADWAY IDOL

Adele Hassan, who easily won commendation for her work in "The Only Girl."



STAR OF A POPULAR PLAY

Ruth Chatterton, who multiplied to her laurels by clever work in "Come Out of the Kitchen" at the Cohan Theatre.

AMERICA'S FOREMOST MUSICIANS



A CONTRALTO FROM NEW YORK

Miss Sophie Braslau was raised in New York City, to which she has returned as a contralto with the Metropolitan Opera Company.



ANOTHER NEW YORKER

Alma Gluck, who is seen here with her husband Effrem Zimbalist and their "dizzy blonde" daughter Marie Virginia, came from New York.



HAEFELER

TEXAS IS PROUD OF HER

The Lone Star State enjoys the honor of having produced one of America's foremost woman pianists, Mme. Olga Samaroff, whose recitals are winning added laurels for her. She is the wife of the director of the Philadelphia Symphony Orchestra, Leopold Stokowsky.



A BALTIMORE SOPRANO

Miss Mabel Garrison is the delightful young soprano who recently scored a triumph in two Mozart operettas produced by Mr. Albert Reiss, and who has been reengaged by the Metropolitan Opera Company. Her home is in Baltimore.



ADOPTED BY AMERICA

Evan Williams, the noted tenor, happens to have been born in Wales, but likes America as much as America likes him. He is one of the few artists who are doing most of their singing in English, much to the delight of those who are unfamiliar with other languages.



IOWA CLAIMS HIM

Clarence Whitehill, the distinguished American baritone, is very frequently heard at the Metropolitan Opera House in leading Wagnerian rôles.



EDDY BROWN, ONCE OF INDIANA

Among the youngest and yet most able violin artists is Eddy Brown, a native of Indiana, whose father was a close friend of the late James Whitcomb Riley.



HER HOME IS IN AMERICA, ANYWAY

"Who's Who" says that Frieda Hempel was born in Leipsic, Germany, but it also says that her home is in New York. Anyway, she is a leading soprano of the Metropolitan Opera Company, an American institution.



DAUGHTER OF A FAMOUS MISSOURIAN

Mme. Clara Clemens Gabrilowitsch, daughter of Mark Twain, and the wife of Ossip Gabrilowitsch the famous pianist, continues to please enthusiastic audiences with her singing.

CANADA'S HOODOO BRIDGE

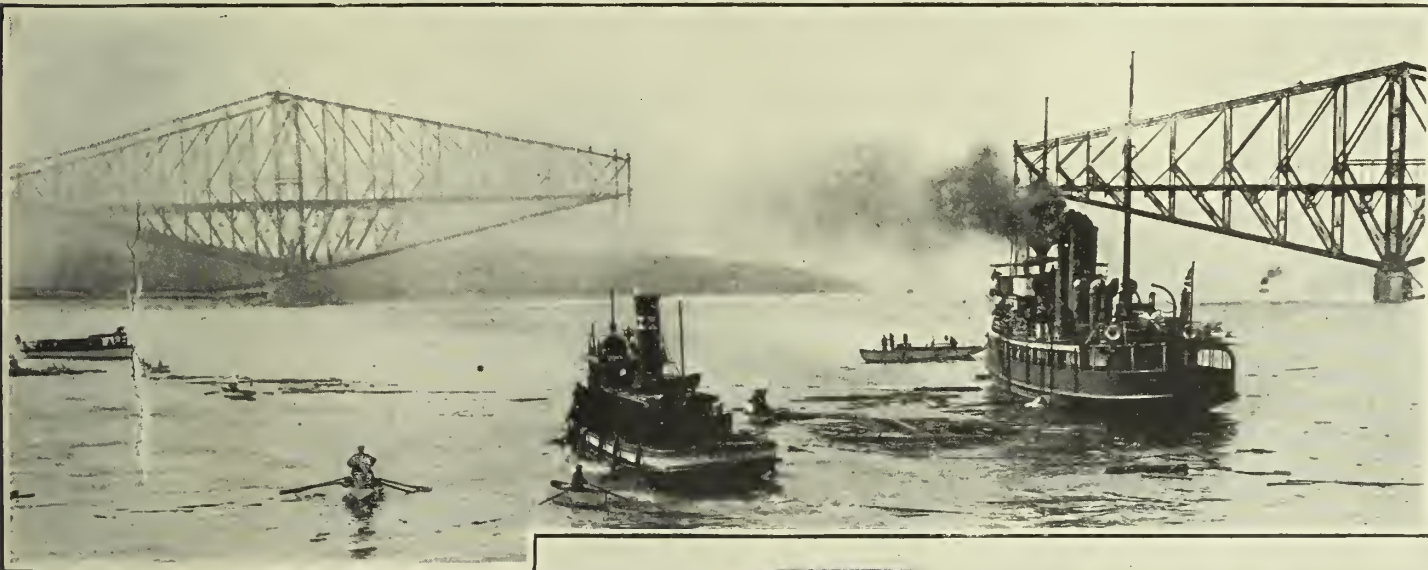
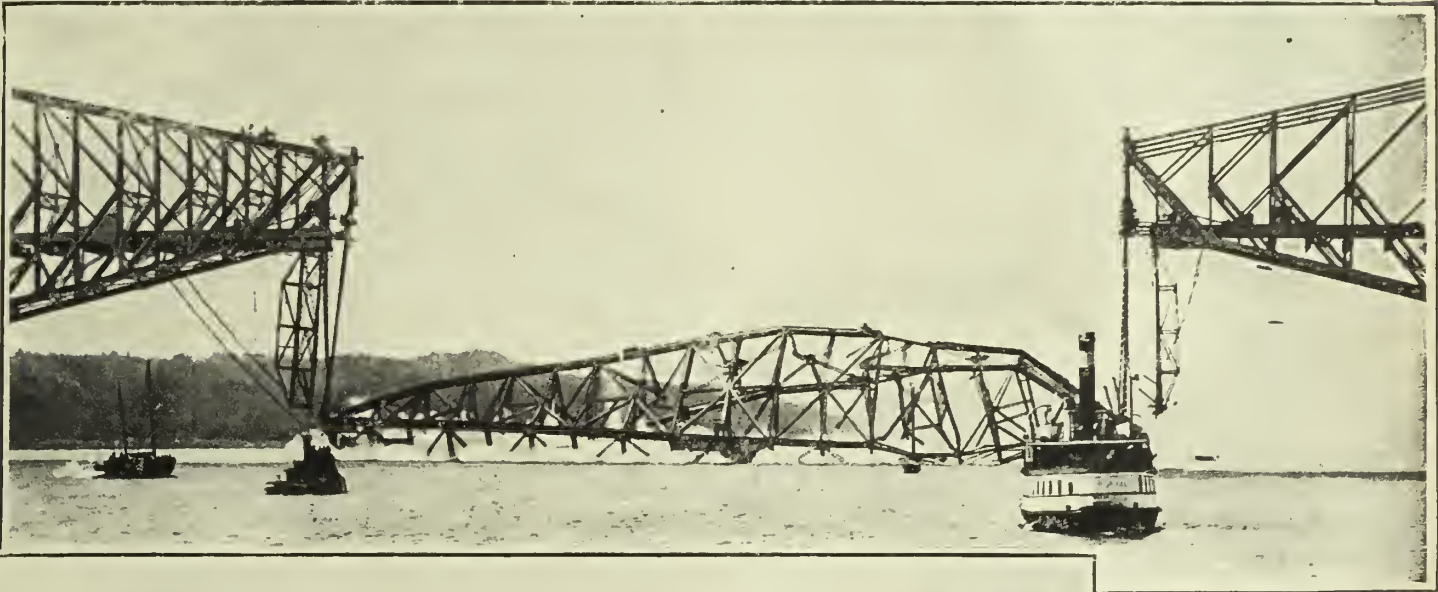
SECOND APPALLING DISASTER ON THE QUEBEC STRUCTURE



CHESTERFIELD & MCLAREN

JUST BEFORE THE CRASH

The 500-ton central span of the bridge across the St. Lawrence River at Quebec, being towed into place. The span was built on pontoons and was to have been raised from the surface of the river to connect with the shore sections 150 feet above. More than 50,000 people had assembled to witness the consummation of one of the greatest engineering feats of the world, cabinet officials and world-famed engineers being among them. The bridge was projected 63 years ago, but capital could not be interested until 1882. After a number of years work was commenced, but on August 29th, 1907, the unfinished structure collapsed. The estimated cost of the bridge is \$17,000,000.



CHESTERFIELD & MCLAREN

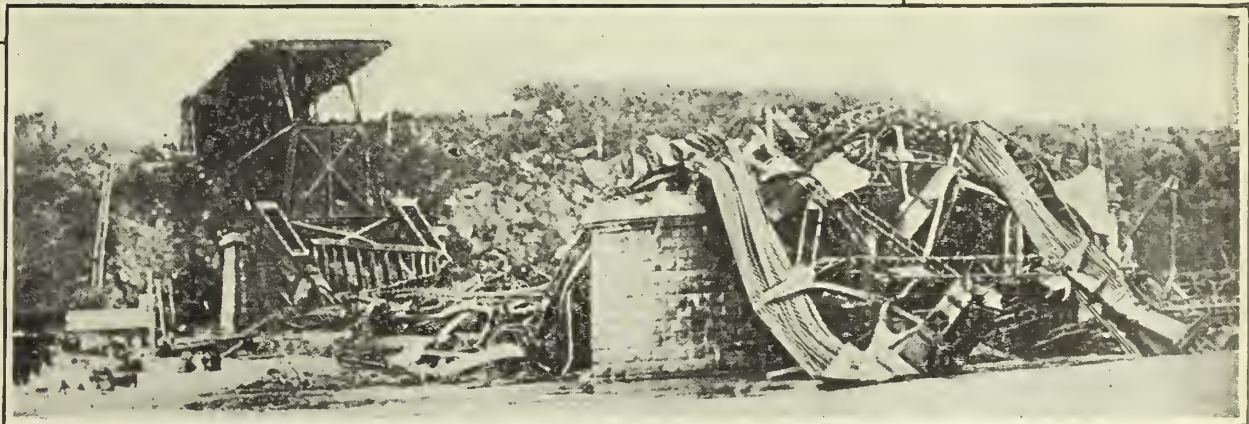
PICKING UP THE SURVIVORS

The river near the bridge was thronged with tugs and other small craft and speedy assistance was given to the workmen struggling in the water. The disaster was witnessed by the crowd that had assembled for the ceremonies attendant upon the floating of the span into position, and many photographers were present, which accounts for the remarkable pictures here shown. The bridge is 3,239 feet long and the span which was lost was 640 feet long. The contractors were hurrying the work to secure a \$1,000,000 bonus. Their loss was this amount plus the cost of a new span estimated at \$600,000.

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THE DISASTER SNAPPED

When the central span had been raised 15 feet by 8,000-ton hydraulic jacks and chains with 30-inch links, something gave way, and it started to sink, at the same time buckling as shown in the photograph. About 80 workmen went down with it, of whom 13 were killed or soon after died of injuries. The span sank in 200 feet of water and it is said no effort will be made to raise it. The contracting company assumed full liability for the loss and at once started to build a new span, but it is estimated that two years will be required to complete the work. Engineers have offered no satisfactory explanation of the disaster.



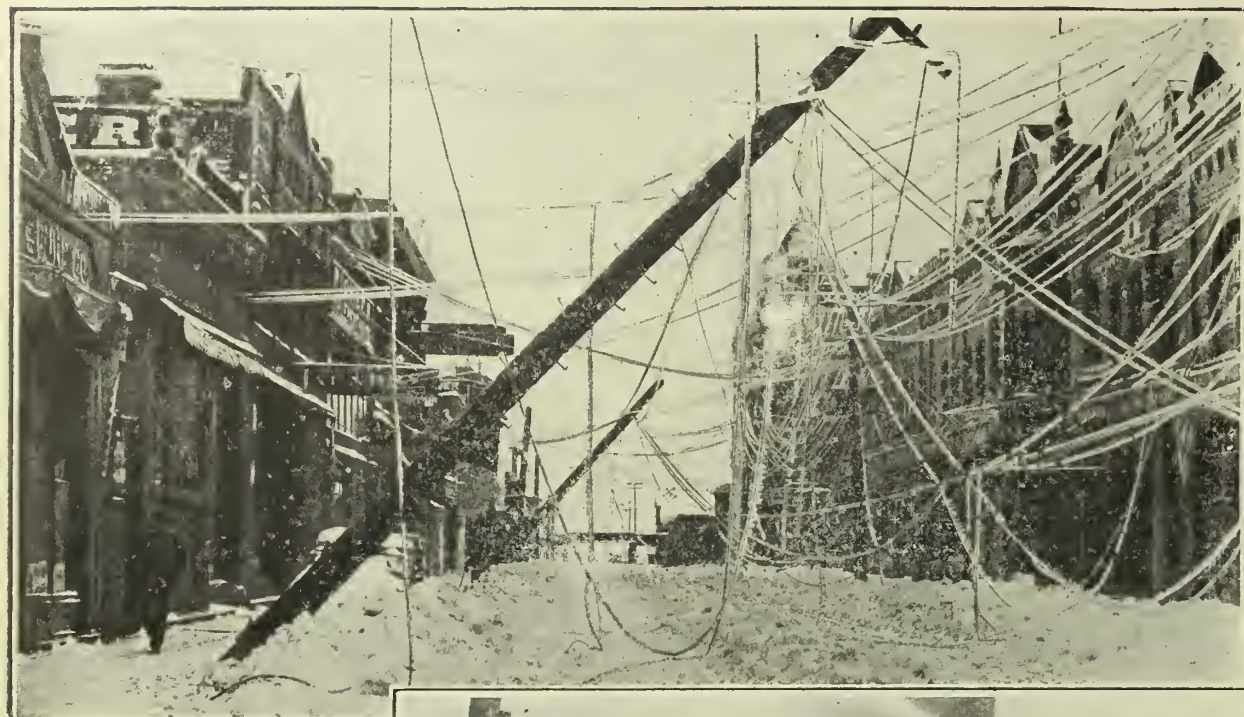
WRECKAGE OF THE FIRST QUEBEC BRIDGE

FROM LESLIE'S OF SEPTEMBER 12TH, 1907

The first structure was built on the cantilever principle, and was nearing completion when it collapsed, carrying down 79 workmen to death. The superstructure of the bridge was a total loss and the catastrophe delayed completion for years. The

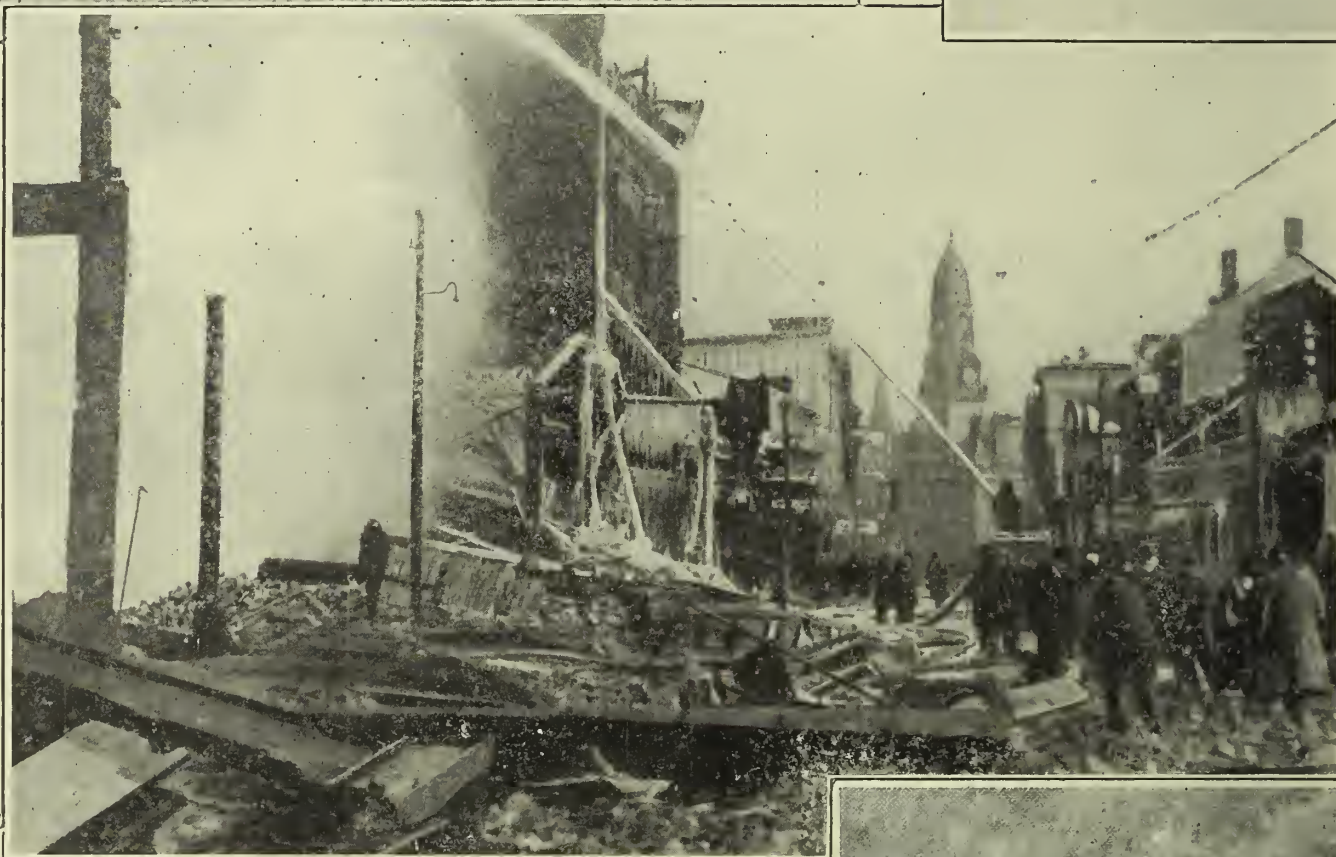
bridge will shorten the route between Halifax and western Canada by 200 miles and is to be used by eight railroads. It also provides two tracks for street cars and two roadways. When completed it will be one of the great bridges of the world.

PICTORIAL DIGEST OF



PACIFIC COAST IN BLIZZARD'S GRIP

The picture above shows Fourth and Main Streets, Vancouver, Wash., after the big snow and sleet storm early in Feb., 1916. Telegraph and Telephone lines were broken down by the weight of the snow and ice. That winter was one of the most severe in years along the Pacific Coast. Vancouver rarely has any snow at all.



TWO MILLION-DOLLAR FIRE

Fall River, Mass., a prosperous manufacturing city, was devastated by a fire on February 16th that destroyed several blocks of the city, and caused a loss of over \$2,000,000. The picture to the right is of the ruins, looking toward city hall from South Main street. The fire started in a department store and for a time threatened to destroy the whole city. The firemen were hampered in their work by the severe cold.

WESTERN RUINS

Through Washington, Oregon, and Idaho, the storms of the winter have done to the trees and fruit growing in the region. The trees were blown down by the winds, and the fruit was ruined. Similar damage was done over a wide area, leaving a gloom over the landscape.



OHIO RIVER STEAMBOAT BOILER EXPLODES, KILLING ELEVEN

The tow boat *Sam Brown*, of Pittsburgh, after her boilers blew up in the Ohio River near Huntington, W. Va., on February 2d. She was a well-known boat in the coal

trade and carried a crew of 34, of whom 11 were killed. Parts of the boilers were hurled 1,500 feet by the force of the explosion. The cause of the disaster is not known.



GREAT STORMS THREATEN

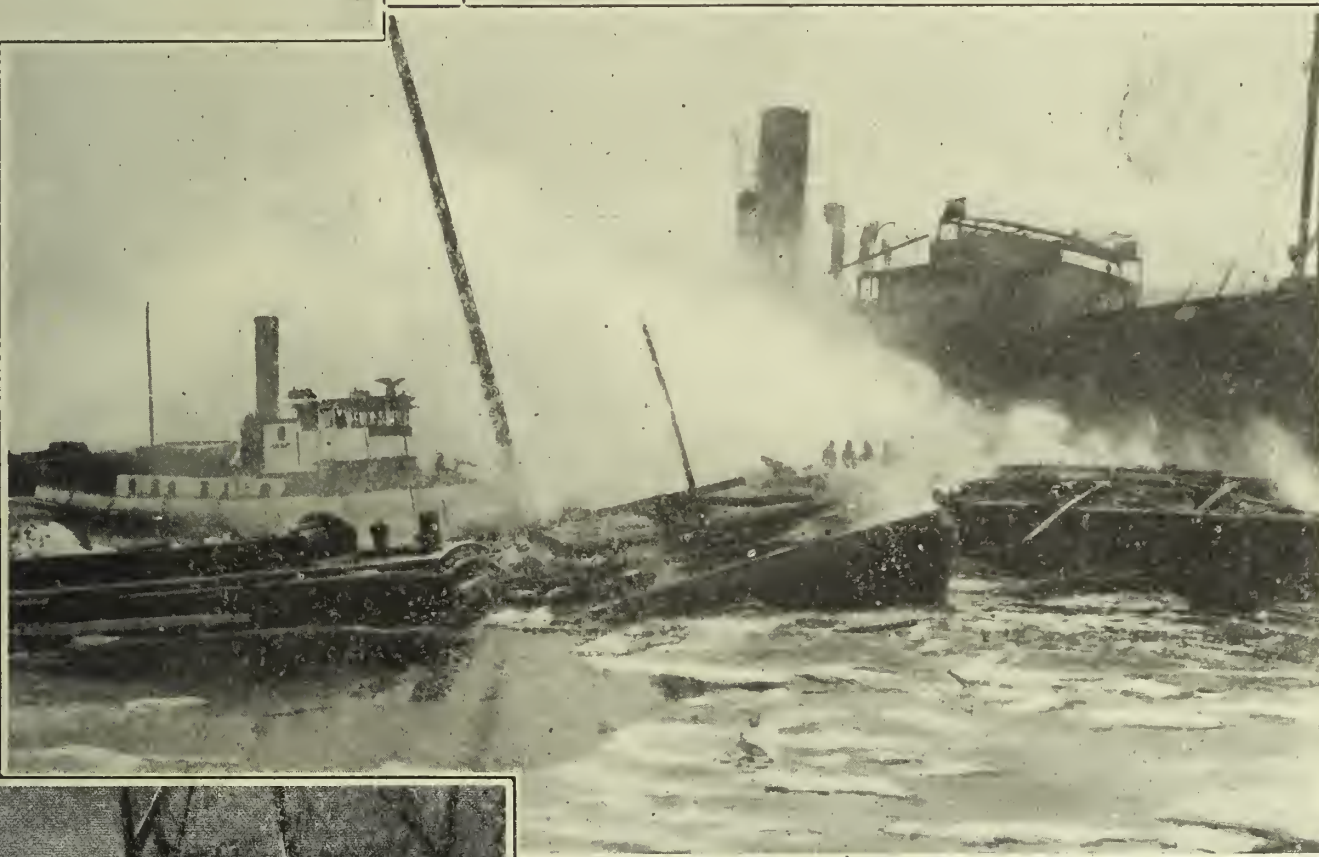
Holland, as we all know, is protected from the North Sea by dykes—walls of earth that hold back the waters from the low-lying land. This winter severe storms drove the waves to break through the

' MONTH'S DISASTERS

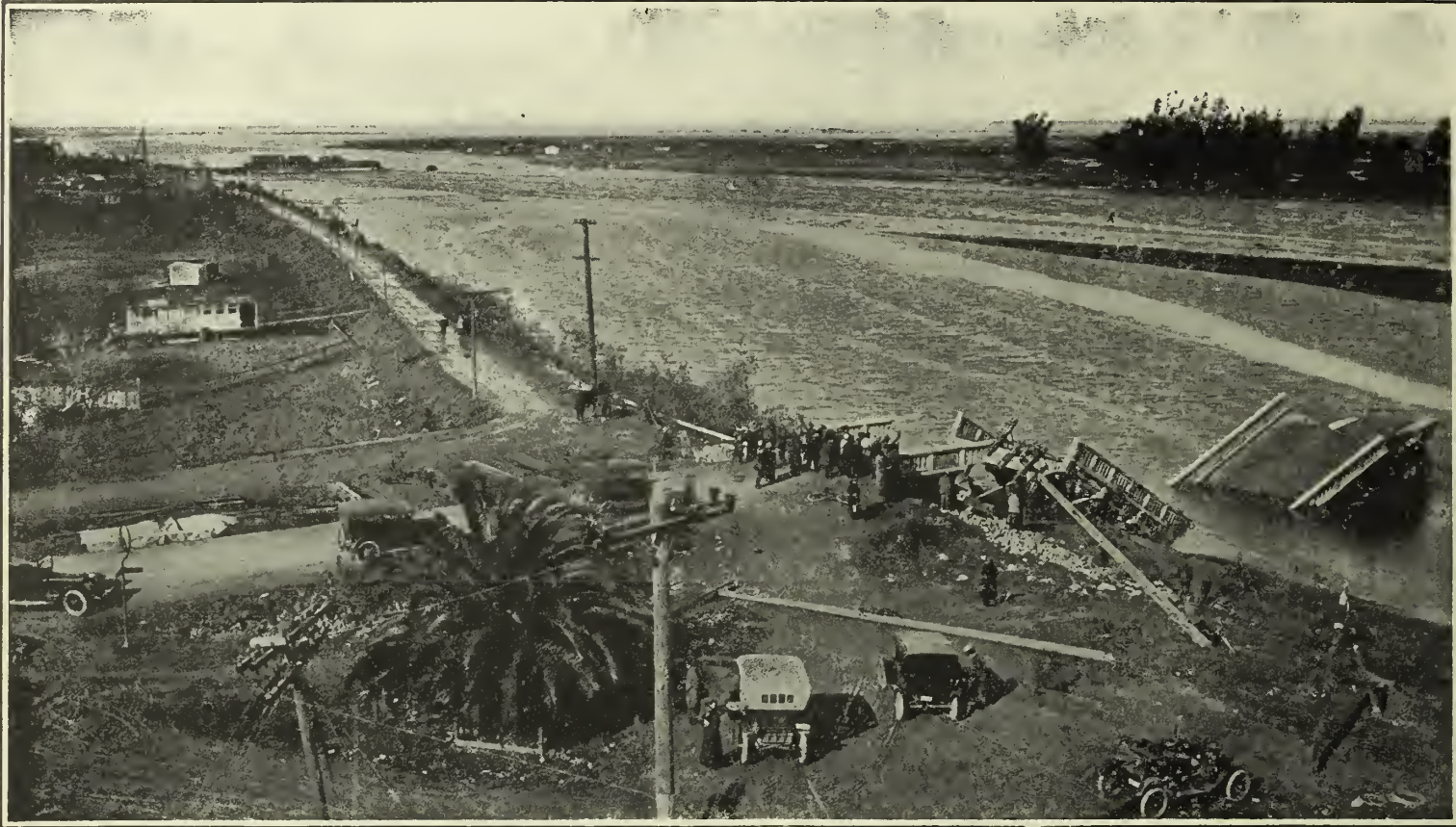


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DISASTERS BY FLOOD AND FIRE



WRIGHT CALIFORNIA'S WORST FLOOD

The San Diego valley in southern California in 1916 was flooded by waters of unprecedented height. This is a view of the wreck of the new concrete highway bridge across the San Diego River undermined by the flood. In the distance is the Santa Fe railroad bridge, also swept away despite the heavy trains of loaded freight cars placed on it to weight it down. Half a hundred lives were lost in the vicinity of San Diego, and the property damage mounts into millions.



RUINS OF CANADA'S BEAUTIFUL HOUSE OF PARLIAMENT FLAME SWEEP

This building, said to have been the finest specimen of Gothic architecture in the New World, was completely ruined by the fire that started at 9 o'clock in the evening of Feb. 3, 1916, while both houses were in session, and which spread with such rapidity that it was with the greatest difficulty that the members and employees escaped. Seven lives were lost. Public sentiment at once charged the fire to German spies, but evidence to

support this claim was not produced, though a number of persons were arrested on suspicion of connection with a plot to destroy the building. The greatest precautions were at once taken throughout the Dominion to protect other public buildings and munition plants, and the excited populace credited rumors that a secret German invasion of Canada from the United States was being planned.

THREE SOUTHERN CITIES ABLAZE

FIRE LOSSES OF MORE THAN \$20,000,000 SUSTAINED IN ONE DAY



FRANK ROGERS

TWO-THIRDS OF PARIS (TEX.) DESTROYED

Fire started in Paris, Texas, a thriving city of about 15,000 people, late in the afternoon of March 21, and by the next morning more than two-thirds of the town, including all of the business portion, had been destroyed and more than 8,000 people were homeless. The property loss is estimated at \$15,000,000 and one life was lost. The fire covered 30 blocks containing, in addition to the business section, about 2,000 homes. The fire department was helpless against the flames, which were fanned by a high wind, and the assistance rushed from neighboring towns was also unable to check the fire, which burned itself out. Prompt measures were taken to care for the thousands of homeless people, and the city will be rebuilt at once. The illustration shows a view of the public square, looking north, after the fire. By a strange coincidence, Augusta, Ga., and Nashville, Tenn., were visited by destructive fires during the same 24 hours that Paris was ablaze.



WILKIN

FLEEING FROM IMPENDING DESTRUCTION

The fire in Nashville, on March 22d, almost wiped out East Nashville. It was started by a boy lighting a ball of yarn and tossing it into a vacant lot where it ignited the dry grass. A fifty-mile wind quickly put the flames beyond control. Thirty-five residence blocks were burned over and more than 3,000 people were left homeless by the destruction of 600 houses. The East Nashville sub-postoffice, the Warner public school and several churches were among the public buildings destroyed. Many narrow escapes occurred, owing to the rapid spread of the flames, but no deaths resulted. The loss was placed at \$1,500,000. Governor Rye ordered out several companies of the National Guard to patrol the burned district against looters.



CHARLESTON PHOTO CO.

FIVE MILLION DOLLAR FIRE IN THE FINE OLD CITY OF AUGUSTA

Augusta, third city of Georgia, had a \$5,000,000 fire, on March 22d, the blaze originating in the Dyer building in the business section. The fire department, assisted by engines from Atlanta, Savannah and Macon, was not able to get the flames under control until ten busi-

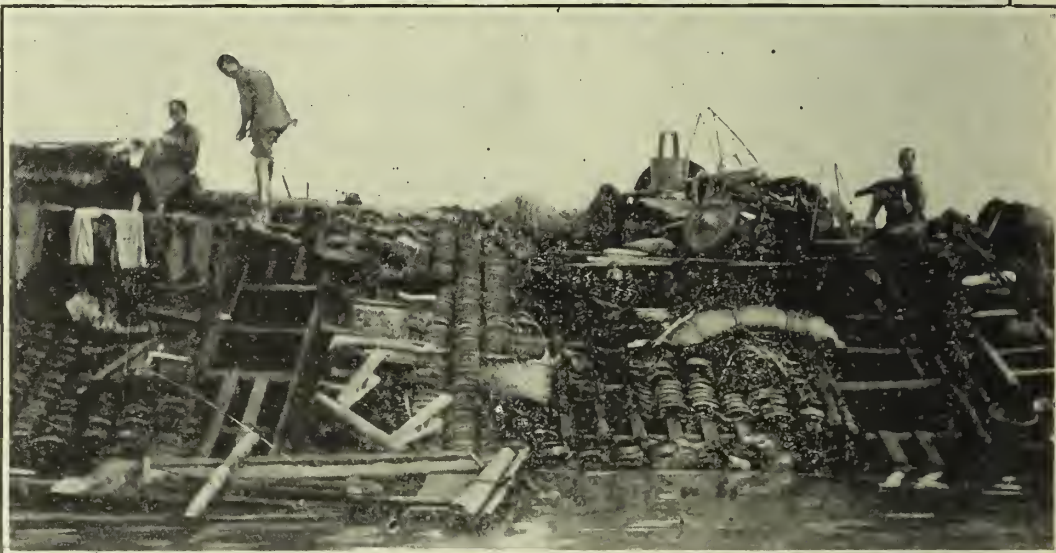
ness blocks and 20 residential blocks had been swept, with a loss of \$5,000,000. The fire took in the best residential streets and left 3,000 people without homes. A fund was raised to care for the sufferers. Our view shows Green street filled with effects of refugees.

FLOODS DESTROY 100,000 LIVES



FLOOD REFUGEES ON NEW BUND, CANTON

The Chinese floods of 1915's summer are said to have been the worst in the history of the country. Large areas of Canton were submerged and a great expanse of flat country back of the city was swept by the raging rivers. Although floods are of frequent occurrence in China the people are too poor to prepare for them and the loss of life is terrible. The number of lives lost was estimated at 100,000. The destruction of property is great and many thousands are destitute.



LIVING ON THE ROOFS OF HOUSES ALONG WEST RIVER

A personal letter to the editor of LESLIE'S gave a graphic description of scenes in Canton during the flood. It said, in part: "Dr. Start came up to see us on Sunday. His school is in Sai Kwan, the western suburb of Canton and it had nine feet of water in it. The sampan people wanted \$150 to take him and ten scholars to a place of safety. They could not pay that sum and lived in the upper story of the house on rice and some provisions that a boy obtained by swimming to a store. Finally Dr. Start got away with his scholars. He said the condition of the water was something too awful—dead bodies among the debris being quite frequent—and this was the water they had to drink and cook with. He told of a baby with \$300 tied to it floating down stream in a tub. A Chinaman took the money and left the baby, but another man from the same village was more humane and saved the child. Now the people of the village are scolding the man who took the money. The English consul organized a rescue service and took care of all the English residents, but I hear that our own consul was not so efficient." Thousands of natives lived for days on the roofs of houses, where many of them were threatened with starvation. The water rose into the foreign quarter of Canton and caused great inconvenience, but it is not reported that any foreigners lost their lives in that section. Bad fires broke out in the city while the flood was at its height and did much damage. Hundreds of square miles of country along the rivers that flow through Canton have been swept clean of crops, houses and live stock.



HORRORS OF FLOOD AS BAD AS THOSE OF WAR

Corpses floated in the streets of Canton for days, mingled with the bodies of animals. Sanitary conditions, always bad, were beyond description. Boatmen and bad characters robbed the survivors.

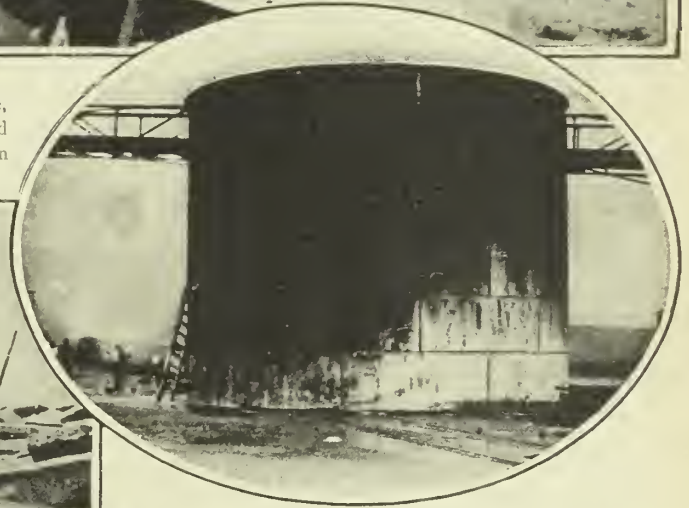
STORM SWEEPS TEXAS COAST



GREAT EXPORTING CITY OF GALVESTON DEVASTATED

BERING

An 80-mile gale, in August, 1916, threatened to sweep the sea over Galveston, Texas, repeating the destruction of 1900, when 8,000 people were killed. The sea wall, built since the former disaster, saved the city. The picture shows wrecked boats swept ashore. The causeway that connects the city with the mainland was broken, and railway communication cut off. Great fires destroyed many buildings. About 20 lives and \$3,000,000 worth of property were lost.



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CARRIED TWO BLOCKS

This huge oil tank was swept from its foundation and whirled two blocks by the rushing waters. Large buildings were torn to pieces and stretches of railroad track ripped up.



FORCE OF THE SEA WAVES

INT'L NEWS

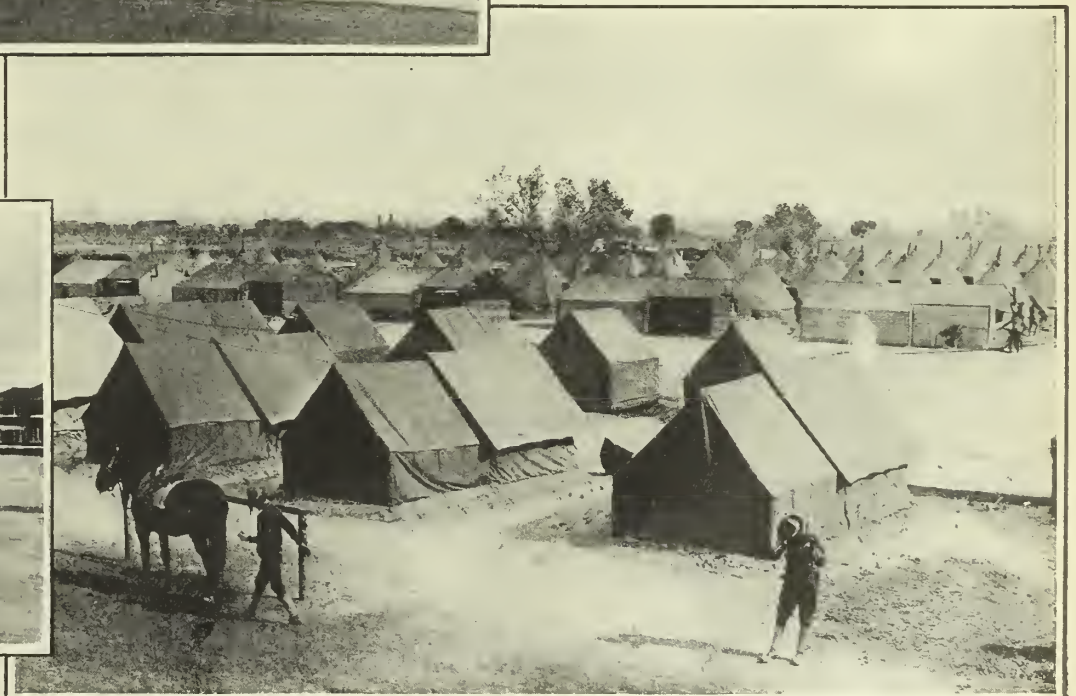
Enormous masses of concrete were torn from the top of the sea wall and hurled about like chips. The wall held and justified the faith of its builders by saving the city from destruction. The people of Galveston very pluckily declined outside assistance.



HOUSTON FEELS EFFECTS OF STORM

SCHNITZER

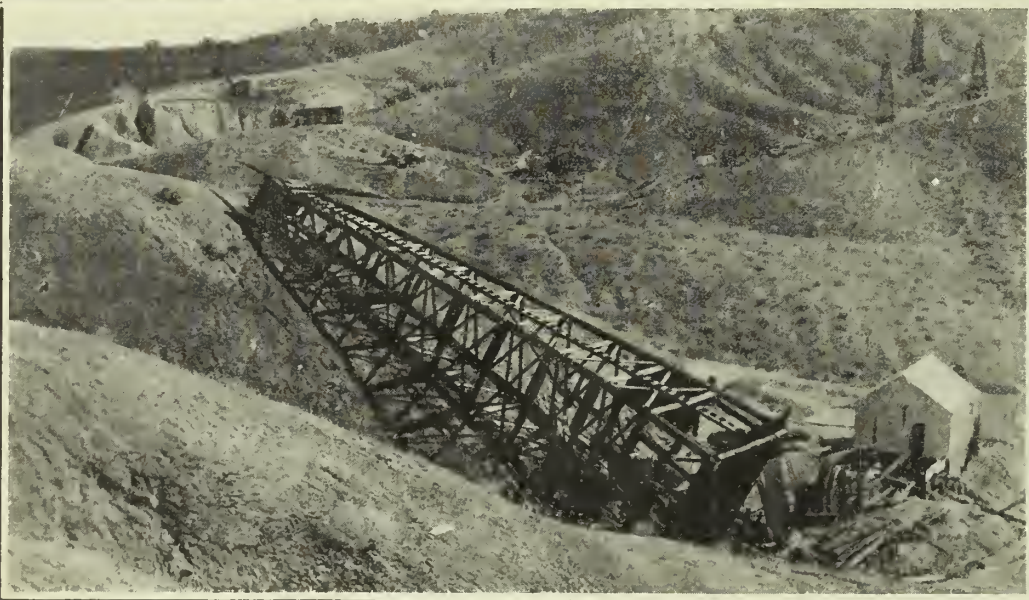
The prosperous city of Houston was flooded by terrific rains and much damage was done. Beaumont, Port Arthur, Sabine Pass and other coast cities were storm swept. It was estimated that 200 lives and \$15,000,000 worth of property were lost throughout Texas.



BAIN

U. S. ARMY CAMP AT TEXAS CITY

A part of the post that was flooded and destroyed, and where ten soldiers were drowned. General Bell then recommended that the camp be abandoned. The soldiers assisted in rescuing citizens of Texas City, which was badly damaged.



FLOOD SWEEPS FERTILE VALLEY OF ALL ITS SOIL

The breaking of the Otay dam, due to unprecedented rains, released twelve billion gallons of water, which swept down the Otay valley into San Diego Bay, and carried with it the farm buildings, fruit trees and even the soil of one of California's most prosperous valleys. The inhabitants were warned in time to escape, but about fifteen, who were skeptical or who lingered to save their property, were drowned. Before the flood land in the valley sold as high as \$1,500 an acre. The torrent swept every bit of the soil from the underlying rock, and deposited it in San Diego Bay, forming a vast bar that obstructed navigation. Many fine farms were buried under rocks and debris, the flood having carried one-ton boulders for miles. Just before the flood the city council of San Diego made a contract with a professional rainmaker, named Hatfield, to produce rain enough to fill the Morena reservoir. Now Hatfield is keeping out of sight, as some people blame him for the flood. The location of the top of the dam is shown in the picture by the broken white line. The dam was 340 feet thick at the bottom and 16 at the top. It was 134 feet high.

CALIFORNIA OIL FIELDS SUFFER FROM STORMS

The Bakersfield district, famous as one of the most productive oil fields in the United States, was swept by the storms that prevailed in California early in 1916, and great damage was done to the oil properties. The Bakersfield Californian then completed a list showing that in the Midway-Sunset field alone the storm of January 17th resulted in the destruction of 280 rigs while the storm of January 27th destroyed 665 more, making a total of 945. The entire number in the field was only 1,987. In the McKittrick district 228 rigs out of 315 were destroyed. A rig is the derrick, engine and boiler and the drawing or pumping machinery, as shown in the picture of a wrecked outfit. The storms throughout the Western half of the United States in January were, perhaps, the most general and severe ever known.



FLOOD TIME IN A TEXAS TOWN

Texas got its full share of the 1916 floods, and many towns met the fate of West Hickman, here shown up to its knees in water. The floods were destructive of property, but few fatalities resulted. Torrential rains turned the smallest streams into raging torrents that spread out into

broad lagoons wherever the banks were low. The storms continued until the second week of February, and covered the southern half of the country from Indiana west, while the Northwest had severe cold and unusually heavy snows that obstructed traffic.



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MUNITION WORKS ABLAZE BOMBARDS TOWN

Two of the worst munitions disasters the world has known occurred within 30 hours in New Jersey. On January 11, 1916, part of the Canadian Car and Foundry Company, at Kingsland, took fire and the flames exploded hundreds of thousands of shells awaiting shipment to the Russian armies. The plant was wrecked and two square miles of country devastated like a battlefield. The shock of the larger explosions was felt for 150 miles and a continuous bombardment for four hours drove thousands of people from their homes. Fortunately no lives were lost, although about a score of people were injured. The property loss is estimated at \$17,000,000, of which \$12,000,000 falls on the Canadian company and the Russian government. The rest of the damage was done to surrounding property, many buildings being riddled by shells and some set on fire. The next day the Haskell plant of the E. I. du Pont de Nemours Company, powder makers, blew up. About 400,000 pounds of smokeless powder, in three blasts, broke windows and shook houses for 50 miles around. The shock was felt at Springfield, Mass. Two were killed and a number hurt and the property loss is \$2,000,000. Suspicions that the catastrophes were due to plots of those opposed to the Allies were unconfirmed.



KADEL & HENDEFT

TWO MILES FROM THE EXPLOSION

The German Artistic Silk mill, two miles from the exploded powder plant, was wrecked, as shown above, scarcely a whole pane of glass being left and the delicate machinery being badly damaged. Loss estimated at \$750,000. To the left is a scene of ruin in Kingsland, where houses were burned by exploding shells from the Canadian Car and Foundry Company's plant. To the right is Miss Tessie McNamara, telephone operator, who stuck to her switchboard at the shell plant until she warned 37 departments that there was a fire in Shed No. 30, probably saving hundreds of lives. Before she finished fragments of shell were falling on the roof over her head. The Special Aid Society has voted her \$25 as a token of appreciation of her heroism. Four separate investigations of the cause of these disasters failed to produce results.



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SOCIAL PRESS ASSOCIATION

RECENT WRECKS AND MISHAPS



EFFECTS OF A HARD WINTER

Tons of buffalo fish and carp were scooped out with hands and shovels and carried away in bags and wagons when the ice-cutting began at Windom, Minn. The fish, deprived of air, when an unusually heavy sheet of ice covered the Des Moines River, became sluggish and were easily captured by the men who stood around the holes where ice had been cut and scooped out the fish when they crowded to the holes for air.



ODD FREAK OF A WRECK

A broken axle caused the wreck near Sodus, N. Y., in 1916, in which six freight cars were piled, side by side, at right angles to the tracks. The couplings between the cars were broken as the derailed cars were stacked. Two of the cars were demolished. No explanation has been offered for the odd placing of the cars by the accident.



GREAT BOATS HELD IN THE ICE

The severe cold weather which swept the Northwest in the winter crippled the operations of the Pere Marquette car ferriers at Ludington, Mich. Ferriers numbers 17, 18 and 19 all were caught in the slush ice of the outer harbor and held as fast as an explorer's ship in the frozen Arctic.



GAS EXPLOSION KILLS SEVERAL

The explosion of an acetylene gas lighting plant in the home of John Faaborg, near Kimbalton, Iowa, killed two of 17 people in the house, injured two others fatally, and hurt all the others severely except one thrown under a table which bore the weight of the debris. The house was blown 15 feet in the air.



PAY EMPLOYEES AS PLANT BURNS

For four hours, 14 engine companies, five fire truck companies, and three fire boats fought the flames that cost the Filer-Stowell Machine Company of Milwaukee, Wis., over \$350,000. When the fire was discovered the employees filed out, stopping at the time-keeper's office for their checks.



TORNADO KILLS SCHOOL CHILDREN

Ten school children were killed outright, five others were fatally injured and the teacher and twelve other pupils were hurt when a tornado demolished the school house at Vireton, Okla., in January, 1916. Only two of the 31 people in the building at the time the wind struck it escaped without injury. The schoolhouse was lifted high in the air and blown to bits and the children were carried a considerable distance by the gale before they were dropped amid the wreckage.



ENGINEER CRUSHED IN COLLISION ON BRIDGE

A collision between a switch engine and an extra freight train on the bridge over the Wisconsin River at Stevens Point, Wis., injured the fireman of each engine and killed an engineer, who was crushed between the boiler head and coal tender when the engine and tender left the track. The derailed engine was thrown from the embankment on one side of the bridge and on the opposite side a box car scattered its contents of baled hay over the frozen river.



TRAIN WRECKED BY WEAKENED TRESTLE

A train carrying a steam shovel passed under this trestle at Rainier, Wash. The crane swung loose and knocked out some of the supporting timbers. Before a warning could be given, another train ran on to the trestle but fell through the weakened structure, killing two and injuring 18 passengers. One parlor car was left standing on the trestle.

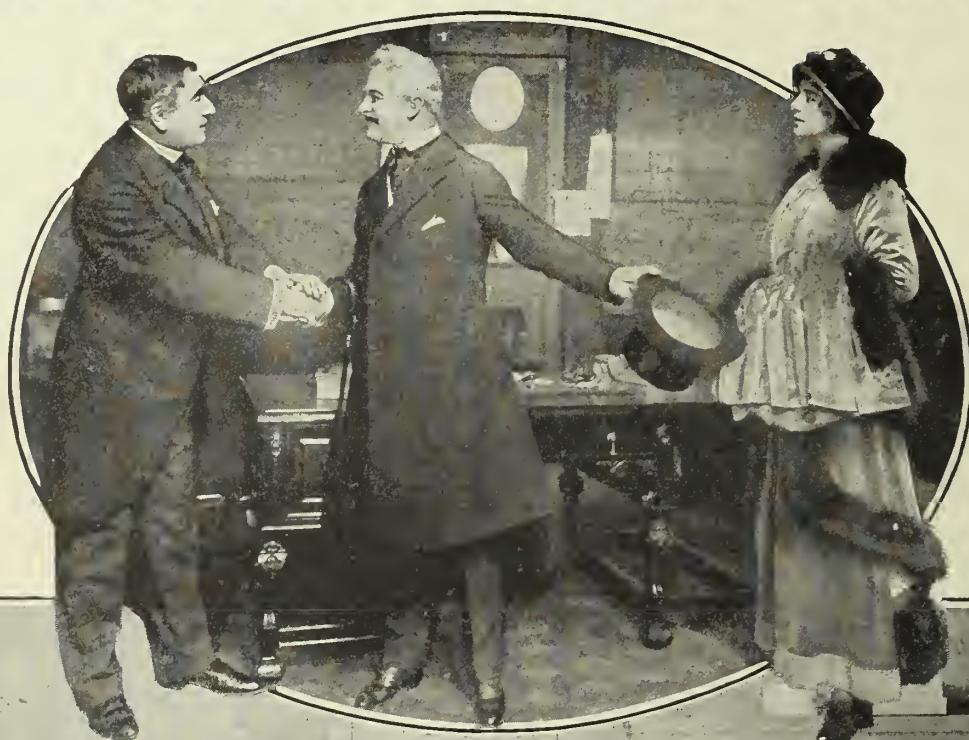


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Painted by Rolf Armstrong

SUCCESSFUL PLAYS IN NEW YORK

"THE GREAT LOVER"



PAUREL INTRODUCES HIS LATEST "PROTEGE"

Jean Paurel (Leo Ditrichstein), the Gotham Grand Opera Company's famous baritone, is to sing "Don Giovanni." His manager, Stapleton (Lee M. Millar), wants an old flame of Paurel's, a famous prima donna, to sing with him; but Paurel, who has taken a fancy to Ethel Warren, a young American singer (Virginia Fox Brooks), insists on her having the part. Stapleton refuses, but Paurel's infatuation continues.



A RIVAL SINGER TAKES HIS PLACE

Paurel, who is here shown being lionized in his dressing-room by his enthusiastic admirers, after the first act of the opera, quarrels with Carlo Sonino (Malcolm Fasset), his rival for the hand and heart of Ethel, and during his tirade loses his voice. Sonino takes Paurel's place in "Don Giovanni," and scores a triumph.



HE LEARNS THAT HIS VOICE IS PERMANENTLY GONE

Paurel's physician (Arthur Lewis) tells the great baritone that his voice is gone forever, and Ethel, grateful for his kindness to her, does her best to comfort him.



ETHEL, IN GRATITUDE, ACCEPTS HIM

With his operatic career at an end, Paurel proposes marriage to Ethel, who, though she is in love with Sonino, sympathizes with Paurel and accepts him.



LOTHARIO HIMSELF AGAIN

Paurel, realizing the differences in age, sacrifices his desire and releases Ethel. He is apparently in the depths of despair, but a telephone call from one of his lady admirers dispels the clouds; and the curtain falls on the conversation in which he makes a luncheon engagement with the fair invisible.

THE PERILS OF A GREAT CITY



A \$20,000,000 EXPLOSION WHICH SHOOK FIVE STATES

N. Y. HERALD

The explosion at Black Tom Island, Jersey City, N. J., which shook New York like an earthquake at 2 A. M. on July 30th, 1916, and was felt in five States, recalls the perils of a great city as evidenced by numerous other explosions during the past few years, all involving tremendous loss of property and heavy loss of life. The picture shows Black Tom Island after the terrible occurrence. A large amount of dynamite and war munitions, brought to the island for shipment abroad to the Allies, was set off by a dynamite explosion due either to a fire on a barge or collision of freight cars. The explosion and fire did \$20,000,000 damage to property, killed at least four persons and injured over 100. Seventeen warehouses out of twenty-four belonging to the National Storage Company, and filled with goods, six piers leased by the Lehigh

Valley Railroad, numerous barges and eighty-five freight cars, many loaded with munitions, were destroyed. There were two main explosions, and for hours shells and shrapnel bombarded the vicinity. Thousands of plate glass windows were broken in Greater New York and Jersey City and much damage was done on Ellis Island, the government immigration station, and on Bedloe's Island, where the Statue of Liberty stands. There was great excitement in the two cities. Five inquiries into the disaster were started. Albert Dickman, Lehigh Valley Railroad agent, Alexander Davidson, superintendent of the National Storage Company, and Theodore B. Johnson, president of the Johnson Lighterage Company, were arrested, charged with criminal negligence.



LIKE A BATTLEFIELD OF THE GREAT WAR

CENTRAL NEWS SERVICE

Thousands of shells from the cars and barges at Black Tom Island were strewn within a radius of two miles. These missiles made the task of fighting the flames which succeeded the explosion exceedingly perilous and many firemen were injured. The flames from the burning cars, vessels and buildings lighted up the whole sky and were visible for many miles.



WHERE SIX CARLOADS OF SHELLS EXPLODED

CENTRAL NEWS SERVICE

A photo taken from behind the spot on Black Tom Island where one of the big explosions occurred, less than a mile from the Statue of Liberty (shown in the background). Shells and shrapnel were rained on the island where the statue stands, and the pedestal was battered and near-by buildings shattered, but the figure was not seriously damaged.



AIDE

THE FEARFUL EFFECTS OF DYNAMITE

Scene at Communipaw, Jersey City, not far from Black Tom Island, after the explosion of 25 tons of dynamite on February 1, 1911, killing 30 men, injuring 100, and spreading panic all over lower New York. The damage was \$1,000,000. The shock was felt 50 miles away. The picture shows two freight cars at the terminal of the Central Railroad of New Jersey. Each was loaded with dynamite with a cement laden car between. Only one car exploded.



REPRODUCED FROM LENTLE'S JAN. 11, 1911

A STRANGE AND DREADFUL ACCIDENT

On December 29, 1910, a railroad car in the underground yards of the Grand Central Station, New York, crashed into and broke a gas main. A workman sent to repair the break dropped a steel crossbar on the third rail and a spark ignited the escaping gas, causing a terrific explosion. Property in the vicinity was damaged to the extent of \$2,000,000, and ten persons were killed and 100 injured. A trolley (shown in the picture) loaded with passengers was hurled from the track by the explosion and landed on a passing auto. Four passengers were killed and a dozen injured.



DUNN

WHERE TWENTY-FIVE LIVES WERE LOST

Firemen pouring water on the ruins of the Tarrant Drug & Warehouse Building at Greenwich and Warren Streets, New York, which, with 40 other buildings, was destroyed by a mysterious fire and explosion on October 29, 1900. Twenty-five lives were lost and \$1,000,000 worth of property destroyed. There were several explosions and each shook the city, the shock being felt for many miles.

SEEN IN THE WORLD OF SPORT

BY ED A. GOEWEY (THE OLD FAN)



A SNOW PRINCESS RIDING IN STATE

Sledding is one of the most popular of the winter pastimes at Tuxedo Park, N. Y., a fashionable Eastern cold weather resort, but the style shown in the picture is meeting with unusual favor each year, at least from the fair sex. In this gay party are Miss Katherine Porter, Jack Rutherford and J. S. Pettit.



STAR WRESTLERS AMONG UNCLE SAM'S SEA FIGHTERS

That athletics contribute largely toward training Uncle Sam's sea fighters is not appreciated by the general public. The Navy Department considers it so important a factor that it assigns a lieutenant as Fleet Athletic Officer, to promote athletics in the fleet and arrange the schedule of events for the men in the summer at Newport, and in the winter at Guantanamo, Cuba. The events include boxing, wrestling, baseball, tennis, golf, football, basketball, rowing and swimming, and medals, cups and other trophies are awarded as prizes. In the navy Tom Sharkey and "Gunboat" Smith received their early training. The picture shows Seaman A. T. Monzerolle and Fireman W. L. Tucker wrestling aboard the battleship New York.



OPENING THE POLO SEASON AT SAN MATEO

In the game which properly ushered in the polo season at the San Mateo Polo Club, California, the Red defeated the White, by a score of 6 $\frac{3}{4}$ -2 $\frac{3}{4}$. Although it was the inaugural match and the ponies were green, the contest was snappy and exciting, and the play, for the most part, was close. In the photograph the players are, left to right, Harry Hastings (White), Elliott McAllister (Red), Harry Hunt (White), Captain Will Tevis (White) and Captain Walter Hobart (Red).



A BORDER TROOPER AND HIS PRIZE

Occasionally our boys along the Mexican front had something to do besides drill and dig. The picture shows Sergeant W. Henderson, of Troop M, Fifth Cavalry, and about his shoulders is the hide of a bear which he shot while on a hunting excursion into the Sierra Madre mountains opposite El Valle. Others of his party bagged four deer.



WHERE KING WINTER'S REIGN IS POPULAR

In thinking of Montreal one naturally links this gay Canadian metropolis with winter sports. In no place is cold weather welcomed by the lovers of out-of-door entertainment with more fervor than there. The picture shows a party of snowshoe enthusiasts.



TAKING A SHORT TURN

Coasting at Tuxedo Park, N. Y., one of the finest locations in the country for winter sports, and now generally spoken of as the "St. Moritz of America."



SNOW-SHOEING IS EXHAUSTING

Could there be a more appropriate spot for these fair, frost-kissed damsels to rest and "picnic" than this wind-shielded spot at the top of a snow-covered crest in the White Mountains?



SKI JUMPING IS FINE

Skiing is the sport which requires everything in the makeup of the real, thirty-third degree athlete—muscle, nerve and skill, and nowhere are more sensational feats performed than in the northern portion of our own Middle West, particularly in Minnesota, Wisconsin and Michigan.

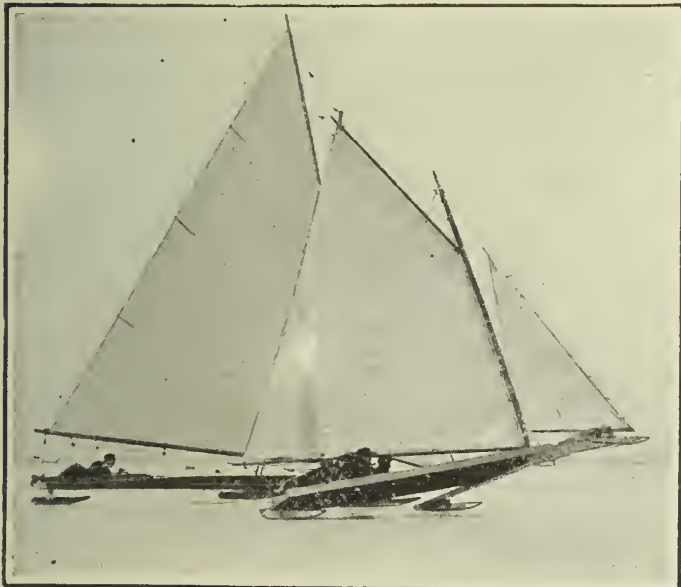
SUMMER'S DEAD, LONG LIVE KING WINTER!

At Christmas 'twill be a matter of but small moment to the American lover of winter sports if at St. Moritz the sky be blue, the sun bright, and the snow covering the tennis courts at the Kulm Hotel be full 40 inches deep. Naught will they care that the weather at Kandersteg is perfect for curling, or that conditions for skating and skiing never were more favorable at Engelberg or Adelboden. For the time being, at least, the clash of the European nations has shut them off from Switzerland and the world famous resorts which dot the Alps. This year the out-of-doors children of Uncle Sam must find their pleasures at home, and though not many places here at an altitude of from 4,000 to 6,000 feet are accessible during the reign of Jack Frost, as they are abroad, there are thousands of spots where the snow and ice will be all that could be desired by those who would skate, ski, toboggan, sled or follow the other sports with which winter should go hand in hand. Long have we excelled at summer sports. Now let us take advantage of the cold weather opportunities, which bring with them better health and a longer life.



SOCIETY HAS MADE IT A FAD

Skating, probably winter's most healthful exercise, has been decreed the vogue by Dame Fashion for the cold weather months, and for once, at least, better health and a "craze" will go hand in hand. And unlike most pastimes, it is one suitable alike for old and young, with a guarantee of new life for every sweep of the steel blades.



THE NEXT THING TO FLYING

Would you like to skim five miles over the ice in less than eight minutes? Yes? Then try ice yachting. For speed and the element of hazard it is approached only by skiing and tobogganing, but, as a thrill producer, it stands by itself. It is a favorite sport in many sections, but it has been upon the Hudson and the Shrewsbury Rivers that most of the famous records have been made.



GOLF'S WINTER-BORN BROTHER

When the frost is on many things besides the pumpkin, and the snow lies inches deep upon the links, then does curling come into its own. It combines exercise with the fascination of a game requiring genuine skill, and each season finds its popularity on the increase in this country.



FANCY SKATING VS. DANCING

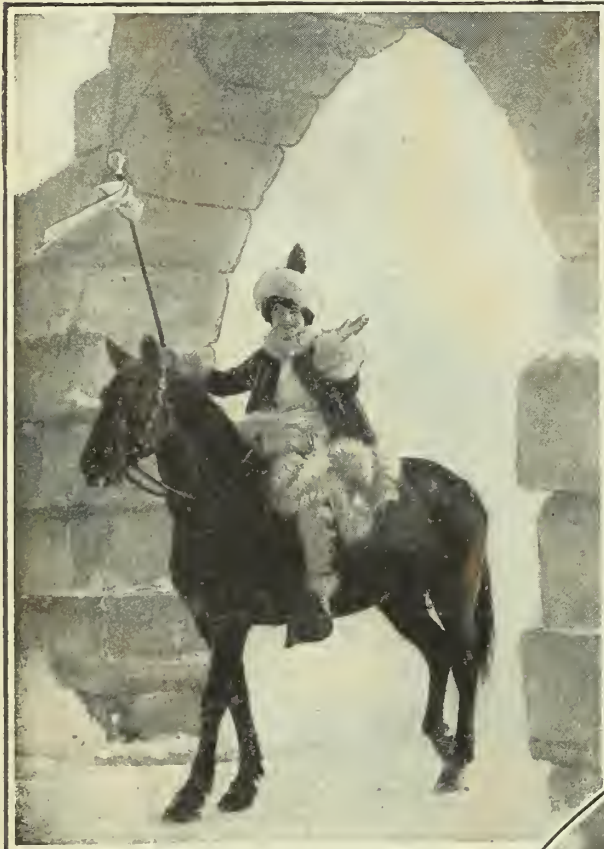
Good-by tango! Farewell fox-trot! Jack Frost now is master of ceremonies and insists that you choose your partners for fancy skating. And 'tis well, for the graceful swings of the skaters, as they sweep and swirl over the ice, make the gyrations of the followers of Terpsichore appear clumsy by comparison. Irving Brokaw, formerly the international champion fancy skater, is shown in the photograph with a partner.



ST. PAUL O. G. ARR'N
A VENUS ON SKATES
Miss Mary Rowe, a bewitching fairy of the ice, who won premier honors as a fancy skater.



BROWN
A SNOW PRINCESS
One of the prettiest of the thousands of beautiful damsels whose attractive costumes gave the true artistic touch to St. Paul's great joy week.



ST. PAUL O. G. ARR'N
A REAL THRILLER

One of the most startling events of the big week was an exhibition by Axel Hendrickson, champion fancy ski jumper of the world, recovering his poise after a somersault on skis. More than \$250,000 was spent by the city for the entertainment of the resident participants and their guests, all of whom wore unique costumes befitting the occasion. In addition to gorgeous pageants and elaborate illumination, the program included every form of winter sport, with prizes for the winners in each class.



BROWN
A BOOSTER WORTH WHILE

Louis W. Hill, president of the St. Paul Outdoor Sports Carnival Association, and a gay party of friends, about to descend one of the six toboggan slides erected for the festival. Mr. Hill's splendid efforts to make the carnival a success have caused his friends to urge him to become a candidate for Mayor.



ST. PAUL O. G. ARR'N
GIVING BEAUTY THE "BOUNCE"

The somewhat unusual honor paid their queen by the members of the Glacier Park Marching Club was but one of the hundred and more features of the recent ten-day carnival at St. Paul.

ST. PAUL O. G. ARR'N
ALL HAIL HER MAJESTY

Even the shimmering rays of Old Sol reflected from the city's ice-coated turrets paled against the radiance of Miss Camille Burgess, Queen of the Carnival, shown herewith as she entered the ice fort on Harriet Island, at the head of her joyous subjects.

THEY'RE OFF

Although Jack Frost still hangs around,
And snow in places dots the ground,
The winter's over, just the same,
That is—for you and me.
For southward toward the training camp,
The players now begin to vamp,
To tune up for the dear old game,
Baseball—a toast to thee.

Of course we know the same old dope
Will northward float to give us hope,
That we've a pennant team at last—
These spring yarns always do.
We'll read our vets are playing strong,
That not a rookie can go wrong,
So let's embrace the gay forecast
And nurture it, aye, hold it fast
E'en though the fall our dream shall blast,
Baseball—"Here's how" to you.



INTERNATIONAL FILM SERVICE

WHY GO ABROAD FOR SKIING?

At Tuxedo, N. Y., the society colony, winter sports are received with acclamation. Mrs. J. N. Rutherford and Ernest Des Baillets are two of the enthusiasts always willing to risk a tumble in a drift for the joy of the sport.



WALDRON

HOCKEY CONTINUES IN POPULAR FAVOR

Ice skating, fun enough alone, is the more enjoyable when it is made a part of a fast and exciting game. Hockey requires skill and endurance, accuracy and agility, but as exercise it is supreme and as a winter sport it is not surpassed. The ice at Poland Springs, Me., provide those near it with a chance to enjoy the game, and the young men were not slow to take advantage of the opportunity.



THATCHER

HORSE RACING ON THE ICE ENTERTAINS THE TURF FANS

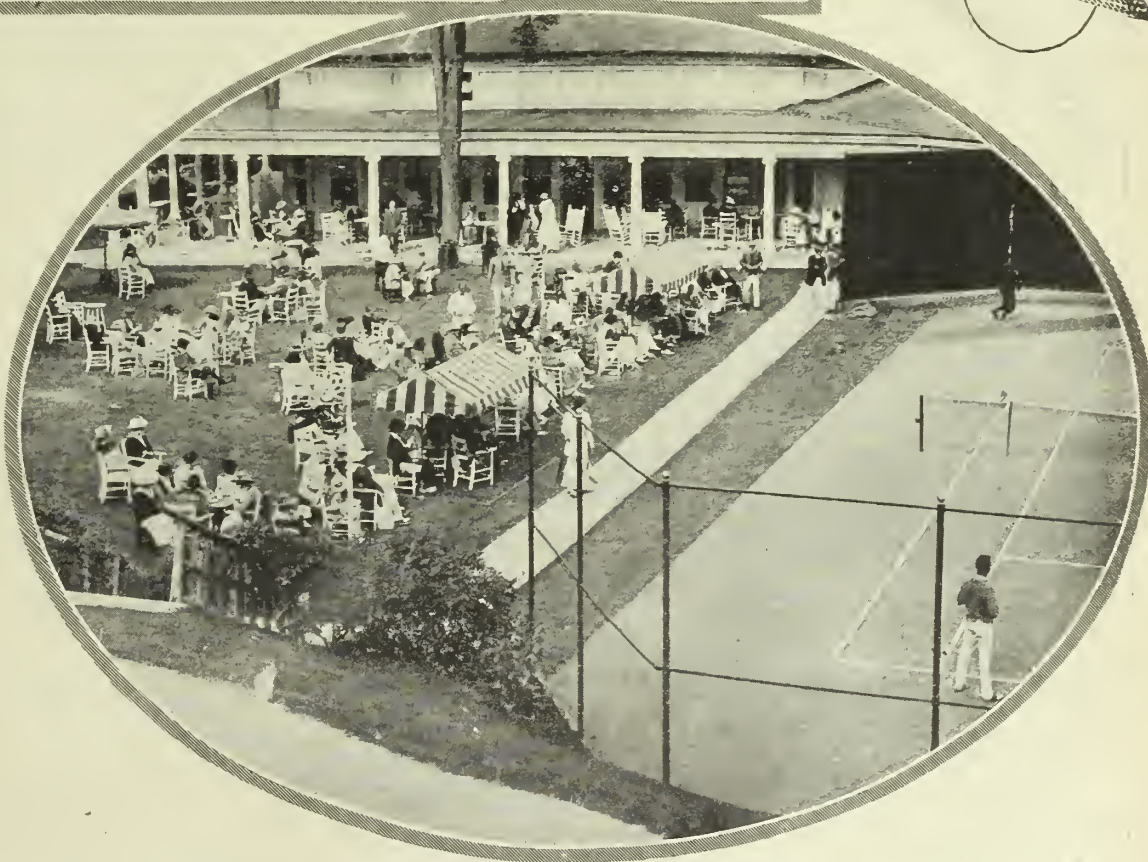
Lake George, N. Y., sees several horse racing meets each winter and some fast horses show their pace for the benefit of the interested spectators. The picture shows the close finish of an exciting race in which regular racing gigs were used.



FALMEDO

A COLLEGE EDUCATION CONQUERS MOUNTAINS

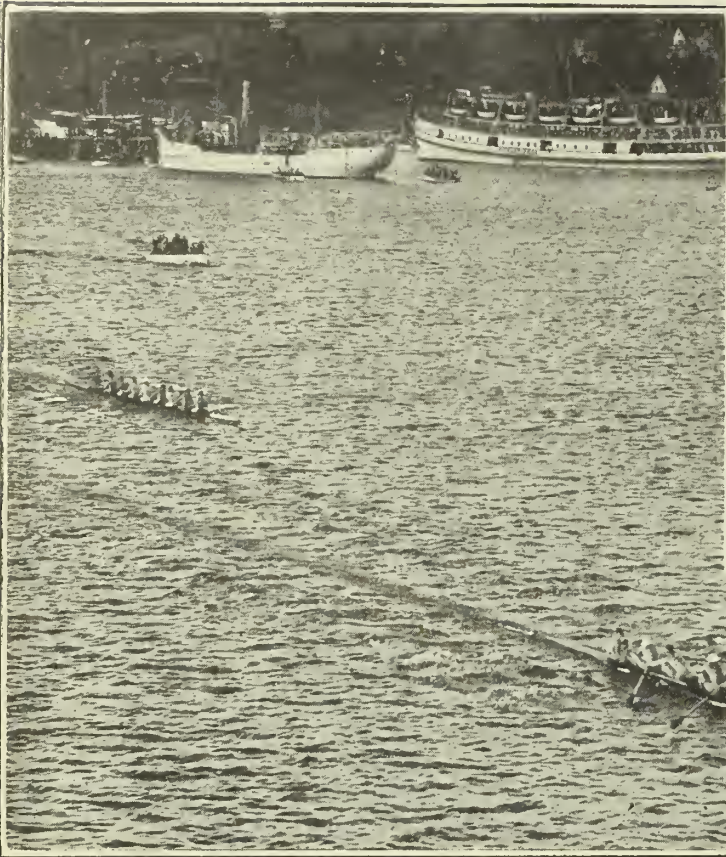
At Dartmouth College the winter is welcomed by the Outing Club, of which the members, each year, attempt an ascent of Mt. Washington, 6,293 feet high. Three of the last six years' attempts have been successful; last year 33 of 35 men reached the summit.



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IT IS ALWAYS TENNIS TIME IN THE SUNNY SOUTHERN STATES

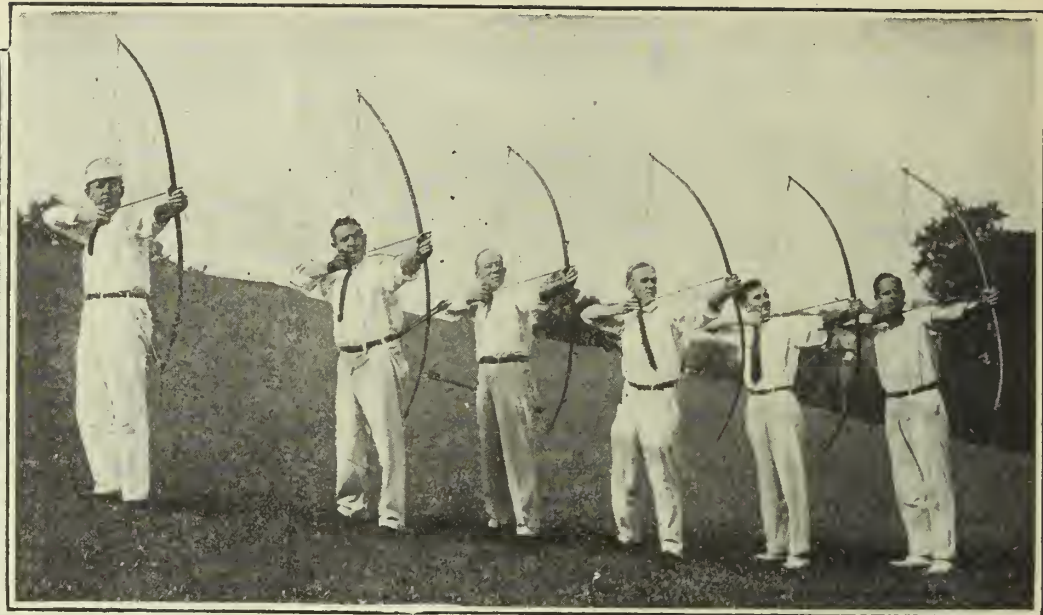
For those who have never learned to care for ear-muffs and snow-shoes, the lawn at Hot Springs, Va., provides golf courses and tennis courts. The southern resorts attract each winter large numbers of sport-lovers who miss their exercise when snow covers the putting green and hides the tennis tapes.



CRIMSON EIGHTS SHATTERED RECORDS AND OUTROWED YALE

Harvard swept the Thames in the annual races, beating Yale in the three eight-oared events. In the Varsity race, shown in the picture, the Crimson won by four lengths in a new record of 20m. 2s., wiping out that of 20m. 10s. made in

1888 by Yale. The losers' time was 20m. 7s. The Harvard freshmen also established a new record, crossing the line a length ahead of the "Old Eli" crew in 9m. 36.3-5s. The previous record, made by Yale in 1906, was 9m. 37.1-5s



PRESS ILLUSTRATING

BOW AND ARROW AGAIN TO THE FORE

Archery, one of the most ancient of all sports, once again is becoming the vogue, and the near future should see innumerable modern Robin Hoods bending the yew in all parts of the United States. The picture shows some of the country's most skilful archers shooting at a popular Philadelphia tournament. They are, from left to right, Dr. R. P. Elmer, champion of the United States, W. H. Hinckle Schuster, G. W. Watts, E. E. Trout, A. C. Hale and T. Truxton Hare.

THE BLEACHER FAN

Out yonder 'neath the blis'ring sun,
Upon a bleacher plank,
He sits, the real king of the game,
And none disputes his rank.
Sans coat and collar, stern of mien,
He urges on the fray;
The outside world means naught to him,
He lives but for the play.
The game grows tense, the pop-eyed fan
Eats peanuts by the peck—
To cries barbaric he gives tongue,
Naught can his ardor check.
He tells this player when to hit,
And that one when to steal;
His team behind, he roars good cheer;
Ahead—his wild shouts peal.

*Through thick and thin, you bet that he
Is always at his post;
Of all the rooters, 'tis a cinch,
The players love him most.*



INTERNATIONAL FILM

METROPOLITAN POLICE DISPLAY MILITARY SKILL

For many months the members of the New York police force have been trained carefully in the "arts of war," and at a splendid exhibition before Governor Whitman and 25,000 spectators at Sheephead Bay they displayed marvelous proficiency. Two events which won the most commendation were a sham battle and displays of swordsmanship by the mounted men. Of these latter the melee contest, shown in the picture, was the feature

A PAIR OF STAR TWIRLERS



FRED ANDERSON



CLIFF MARKLE

Ever hear of a ballplayer pitching for his health? No? Well Fred Anderson, star boxman of the Giants, did it. Some years ago, when studying dentistry, he was a Red Sox tosser. Then he put aside the spangles to become a real extractor in his old Georgia home, but business became so brisk that his health broke down. He returned to the diamond for his physical well being, and as a Fed and New York twirler, not only regained his vigor but became one of the game's most dependable mound performers. When, in 1913, Cliff Markle was turned back by the Reds because of his peculiar delivery, he was a downcast youth indeed. To-day few big-time pitchers are happier.



BEAUTY TO THE FORE IN PORTO RICO ATHLETICS

PRESS ILLUSTRATING

Emulating their more muscular brothers, who have made a splendid showing in the athletic world since they came under the protection of Uncle Sam, the fair sex of Porto Rico are making enviable records in the "gym" and on field and

track. The picture shows the basket-ball groups of the Rio Piedras University, whose skill in various games equaled that of older and more experienced players. They seem as thoroughly American as our own college girls.



VAN COUNTRY

PACIFIC COAST'S BOY MARVEL

Though but seven years old, and weighing only 48 pounds, Eddie J. Robinson, Jr., of Los Angeles, Cal., aspires to be the all-round athletic champion of the world. Taught by his father, a famous trainer, he has become an expert boxer, wrestler, bag-puncher, swimmer, tumbler, fencer, trapeze performer, baseball player, sprinter and a few other things: can do a wrestler's bridge with his 100-pound sister standing on his stomach.



VANDERHOOF

BEAUTY GOES A SKIING

Skiing, one of the most enjoyable of winter sports, has become a great favorite with the fair sex, particularly in Canada, where Jack Frost comes early and remains late. Though these pretty Quebec misses are having a hard uphill climb, they know it will result in continued rosy cheeks and a vigorous physique.

MAGEE A TOP-NOTCH FIELDER

Sherwood Magee, of the Boston Braves, won particular distinction in the 1916 baseball season because of his wonderful fielding. In 120 games he made 220 putouts, six assists and but five errors in 231 chances for a fielding average of .978. His principal feat was in going through 82 consecutive games without an error. In batting, however, he slowed up considerably, his final average being but .241 against .280, made in 1915 and .314 the year before that.



UNDERWOOD & UNDERWOOD

EUROPE'S "SPORTING KING"

King Alfonso, of Spain, comes the nearest of all the crowned heads of being an all-round sportsman, and on the other side often is referred to as the "Sporting King of Europe." He shines particularly as a polo player, but also is an expert shot. He is shown waiting to wing a wild duck at Rincon, Spain.



PRESS ILLUSTRATING

MORE POWER TO THEM

MANILA BUREAU OF EDUCATION

The Stars and Stripes and baseball go hand in hand, and wherever the sons of Uncle Sam penetrate, there will you find America's national pastime played. The game followed Old Glory to Manila, and has done more for the cause of civilization there than any other single agency. At the top is the champion team of the province of Cebu, and the members of this outfit are said to be among the most skilful handlers of the bat and ball in the Far East. The picture below shows a championship game of baseball played by members of the Tipas and Oroquieta girls' schools, two of the best-known educational institutions in the Philippines. The players' ages range from 10 to 16 years and they are amazingly clever at this sport.



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KYRONEN CROSS COUNTRY CHAMPION

Game little Viller Kyronen (left), the star of the Millrose A. A., of New York, was crowned America's cross country king properly when he won the senior National A. A. U. championship run under deplorable conditions at Van Cortlandt Park, and hung up a new record of 32 m. 46 s. Hannes Kolehmainen (right), also a Finn, and head of the 1912 Olympic games, finished second, 75 yards behind. The run was through a blinding rain and deep mud.





RIVALS THE SWAN IN GRACE

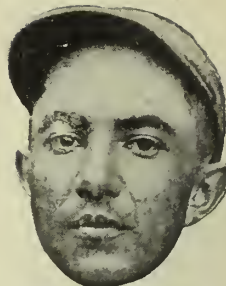
Some of the best professional fancy divers have been developed in the Middle West in recent years, but the general opinion there is that for all-round grace and beauty of style, none excel Helen Osborne, of Chicago, shown in the above pictures doing the swan and the hand stand dive.



NEW ENGLAND'S ONLY GIRL HOCKEY TEAM

INTERNATIONAL FILM

Each season is strenuous for the Boston Girls' Hockey Club, the only one of its kind in New England, which will meet all challengers of either sex, at the Boston Arena. The young women are all sound athletes and expert pushers of the puck, and their supporters believe they will defeat most opponents. They are, top (left to right), Mary Campbell, Helen Sheehan and Frances Goldberg; seated, Mildred Conley, Catherine McDougal, Ruth Denesha, Captain Gertrude Hawkes and Lena Douchette.



E. SCOTT, STAR SHORTSTOP

Scott, shortstop of the Boston Red Sox, and hero of the 1916 world series, in that year's festivities hung up one of the greatest fielding averages ever made by a player in that position. He took part in 121 games, made 217 putouts and 339 assists and had but 19 errors. His percentage was .967.

SCOTLAND'S ANCIENT SPORT FINDS FAVOR HERE

To date the United States has kept out of the titanic conflict raging in Europe, but Uncle Sam has not been able to prevent those who have come from the other side engaging in contests here. Recently teams representing the North and South of Scotland, living in New York, definitely settled the question as to which was the superior at curling. The men from the North won the match.



INTERNATIONAL FILM



YOUTHFUL MARKSMEN MAKE NEW RECORD

THOMPSON

Rifle team of the Michigan Agricultural College, which was awarded the intercollegiate championship by the National Rifle Association. In 12 matches the team shot perfect scores of 1,000 points each. In the 13th the score was 998, and the total of 12,998 set a new world's record. Members of the team are: top—J. A. Berry, captain, H. W. Sheldon, A. J. Patch; second row—Sergt. P. J. Cross, U. S. A., coach, F. H. Utley, R. D. Kean, J. Pate, M. M. Harman, Lieut. Ira Langanecker, U. S. A., commandant; bottom—R. W. Berridge, S. W. Harman, R. A. Pennington, R. M. Shane, M. R. Freeman.



INTERNATIONAL FILM

FINALISTS IN INDOOR TENNIS CHAMPIONSHIPS

Elliot Binzen, of Fordham University, (left), and H. B. O'Boyle, of Georgetown University, were the finalists in the 1916 National Indoor Tennis Championship, which was won by the former. Both contestants have well-deserved records as skilful wielders of the racquet.



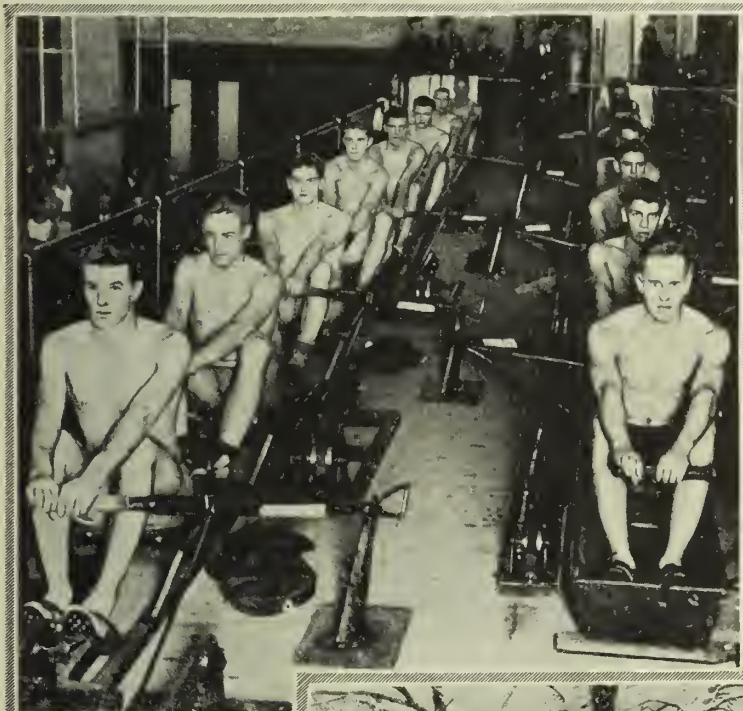
PIPP, LEADING RUN-MAKER

Walter Pipp, first baseman of the Yankees, can look back upon 1916, the 23d year of his existence and his second season in major league baseball, with more than pardonable pride. He tied with Veach, of the Tigers, for the sacrifice fly honors, led in home run clouts with 12 to his credit, and headed all other American League hitters in batting in runs with a total of 99.



A YOUTHFUL AIR KING

Herbert Wolf, the eighteen-year-old Oakland boy, who, in flights at Ingleside Beach, San Francisco, set up a new time record for amateurs when he made ten figure eights in ten minutes.



ROUGH RIDING INDEED

Down at Palm Beach, Florida, where the snowball ever is conspicuous by its absence, a new diversion has found favor with the smart set wintering at that famous resort. They call it "sea horse riding," and though, as the picture indicates, there is but a faint resemblance to a thoroughbred in the steeds, those who have learned to govern them declare that bronco breaking is easy by comparison. Races between expert riders of the "sea horses" are a feature of the weekly sport programs.



FAIR SEX SKILFUL WITH THE FOILS

Fencing receives its yearly boom when Jack Frost curtails greatly the number of sports in the open. Each year widders of the foils are carrying out an elaborate program of championship contests in various parts of the country under the auspices of the Amateur Fencers' League. The picture shows three well-known American women fencers, Dr. Alice Gregory (left), Miss Anna Pellet and Mrs. Charles H. Voorhees, winner of the women's championship.

PREPARING FOR THE 1917 ROWING SEASON

While you are all bundled up in furs and are keeping on the move to prevent the frost from nipping at your toes and ears, do you ever think of the army of young athletes who are working indoors with might and main to prepare entertainment for you next summer? The picture shows the candidates for posts on the rowing crews of Columbia University, who responded to the mid-winter call of Coach Rice.

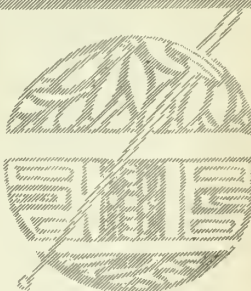
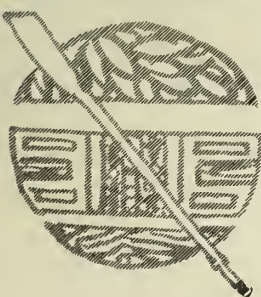


IN THE REALM

The Adirondacks in winter are the complete fulfillment of the dreams of lovers of the great out-of-doors when snow and frost hold sway. Here nature paints her masterpieces, and a continuous panorama of wonderful scenes thrills the

OF KING WINTER

visitors who journey to this mighty natural theatre to skate, toboggan, snowshoe or indulge in other cold weather sports. The picture shows a bit of Lake Placid, one of the most picturesque bodies of water in the entire mountains.





INTERNATIONAL FILM SERVICE

FOOTBALL IN THE SHADOW OF MARS

This unusual photo was taken during a game at Saloniki in which, after a desperate struggle, the Hercules team, of that city, hitherto unbeaten, was defeated, two goals to one, by a team from H. M. S. — We'd like to tell you the name of the vessel, but, unfortunately, the British censor interfered with his blue pencil.



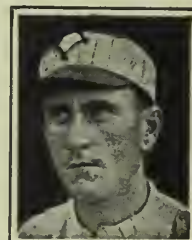
A BRAZILIAN WATER SPRITE

SCHINDLER

Carmen Lydia, of far-away Rio de Janeiro, though not yet fourteen years old, already has performed such startling aquatic feats that the South American sporting public has nicknamed her the "Brazilian Kellermann." Though a classic dancer by profession, petite Carmen has made swimming her chief interest, and no feat of diving or distance swim has been too dangerous for her to undertake. She is here shown jumping from the Presidential Bridge into the Bay of Guanabara, at Rio.



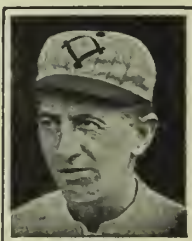
BRESNAHAN



FEST



TENNEY



KEELER

A MODERN SAMSON

A sensation of the college athletic world is "Mike" Dorizas, the gigantic Greek student of the University of Pennsylvania, who not only holds the intercollegiate heavyweight wrestling championship, but has shattered all the intercollegiate records in the strength tests.

BUT—

He's just about the freshest kid
Who ever joined our team,
And when he brags about himself
His talk flows like a stream.
He boasts from sunup until eve,
He thinks he knows it all,
But—I'll take off my hat to him,
He sure can clout the ball.

When he came to us from the "sticks,"
He surely made us grin,
His funny, little freckled face
Was homelier than sin.
If he'd learned anything at school,
He'd clean forgot it all,
But—we forgot those handicaps
When he just slammed the ball.



THE WEST IS PROUD OF THESE BOYS

ROSE & MOORE

For the fourth time in five seasons the University of Wisconsin basketball team won the Western Conference Championship, and their appearance would indicate that they were physically able to continue their excellent efforts indefinitely. In the seasons of 1911-12 and 1913-14 the Badgers had 1,000 per cent. records, and in the five seasons won seventy-six and lost but six games. Dr. Walter E. Meanwell, of Baltimore, the coach, who took charge of the team in 1911, is credited with being the best in his line in this country. The picture shows, top row, Lewis, Chandler, Carlson, McIntosh, Morris. Middle row, Ruder, manager, Simpson, Olsen, Dr. Meanwell, coach. Bottom row, Meyers, Haasm, captain, Smith.



A NEW DIVING VENUS

Miss Mae Stewart, of St. Louis, National woman champion for the two-mile river swim, is the newest aspirant for the crown of Annette Kellermann. She is particularly proficient at high and fancy diving, and in the picture is shown making the swan dive, considered one of the most graceful by all swimmers.



R. Norris Williams



Dave Davenport



William K. Rodgers

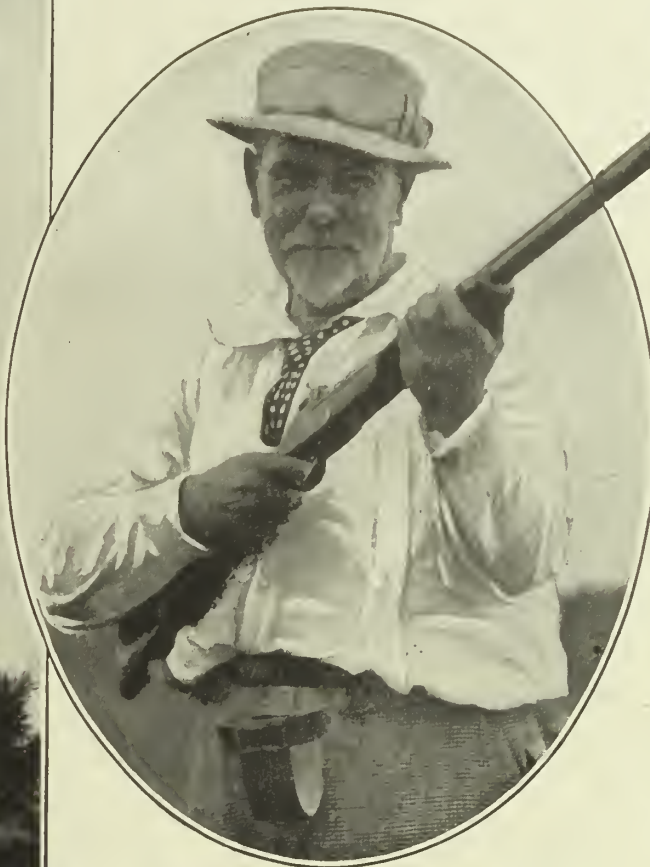


Urban Shocker



SETBACK FOR CALIFORNIA TENNIS CRACKS

The East was arrayed against the West in the big tournament of the West Side Tennis Club, held at Forest Hills, L. I., and the former won by a wide margin, the famous California players getting their worst setback in a long time. In the greatest duel since the Davis Cup contest in 1914, R. Norris Williams, 2nd, bested the national champion, William M. Johnston, who but a few days previous had won the Longwood Cup, at the Longwood Cricket Club, near Boston. Williams beat Johnston three out of five sets. In the doubles the West scored its only victory, retaining the championship, William M. Johnston and Clarence J. Griffin besting Karl Behr and Frederick B. Alexander three sets out of four.



A WORLD'S FAVORITE AT PLAY

Don't recognize him in this costume, eh? Thought you wouldn't. But it is John Philip Sousa, the "American March" king, just the same. Occasionally he lays aside his baton for his gun, and with the latter has become one of the country's crack trap shooters. His home contains many trophies bearing testimony to his skill, including the medal he won recently at the tournament of the Coney Island Industrial Bureau, when he made 88 out of 90 shots. Mr. Sousa learned to shoot with the Washington (D. C.) boys as soon as he could hold a gun, his first weapon being fashioned from an old army carbine by his father.



GREATEST SCHOOL-BOY SPRINTER

Out of the Far West has come another wonderful youthful athlete. He is Evan Pearson, 19 years old, a junior at the North Central High School, of Spokane, Wash., and his accomplishments give promise of a great future for him as a sprinter. In 1915, at Stagg's meet in Chicago, he won the 100-yd. dash, was second in the 220 and 440, making him the point winner of the occasion. Next year three timers caught him at 94-5s. for the 100-yd. dash, a new interscholastic record. He has run 220 in 22 1-5 s.



MISS CLAIRE GALLIGAN



JOE TINKER



MORDECAI BROWN



FRANK SCHULTE

THEY OUTDO THE MERMAIDS

Miss Josephine Bartlett, home New York City, age twenty, has been swimming but four years, yet at the 1915 Sportsman's Show at Madison Square Garden she dived every night for one week from scratch, meeting all comers in handicap dives, and won the championship of the United States and the Annette Kellermann trophy by more than 30 points. She also has held the championship of the National Women's Life Saving League for three successive years. At the age of eleven Miss Bartlett dislocated her hip joint, which was followed by a double curvature of the spine. 'Twas more than a year before she again could walk normally. Then she took up athletics. So you see when a woman wills no handicaps can check her.

INTERNATIONAL FILM SERVICE

Graceful Miss Claire Galligan, of New Rochelle, N. Y., in the first Women's National Swimming Championship held under the auspices of the A. A. U., won the title in the 500-yard race in 8 minutes, 51-5 seconds, and by more than four lengths of the twenty-yard tank ahead of her nearest rival. She also was victor in the 100-yard handicap race from scratch, despite starts of from twelve to forty seconds given her competitors.



MISS JOSEPHINE BARTLETT



INTERNATIONAL FILM SERVICE

WASHINGTON SMART SET'S NEWEST FAD

Among the featured entries at a popular society circus at the nation's capital was Stonehurst Luchs, a police dog, who is shown gracefully taking a ten-foot "wall," with his owner, Miss Ann Tracy, well known in Washington's smart set, looking on.

SOME RELIEF

The cannons roared in thund'rous tones,
The shells about him broke;
The air was thick with noxious gas,
All round was choked with smoke.
He tossed his cigarette away,
And then picked up his gun,
Then at a signal, double quick,
He took it on the run.

Across the shot-scarred battlefield,
While shrapnel passed him by;
He charged straight for a gun-crowned trench,
And never winked an eye.
He laughed, as down the other side,
With rapid strides he plunged;
And then about, with bayonet,
He swiftly struck and lunged.

The day was won, they cheered his grit,
But, carelessly, said he:
"A baseball umpire once was I,
This thing is play for me."



UNCLE SAM COULD USE AN ARMY LIKE THESE

If anyone has a neat job of sharpshooting he wants done he should obtain the services of Adolph Topperwein and his wife, of San Antonio, Texas, among the most remarkable handlers of the rifle, shotgun and revolver in the world. On thirteen occasions Topperwein has broken the world's flying target rifle records and he shot for ten successive days at 2½ inch blocks

thrown into the air at a distance of twenty-five feet and missed but four out of the first 50,000 and only nine out of the entire 72,500. His highest straight run was 14,540. Mrs. Topperwein, is considered the most expert woman shot in the world. One day, in four hours and thirty-five minutes of consecutive shooting she broke 961 out of 1,000 targets, thrown at unknown angles.

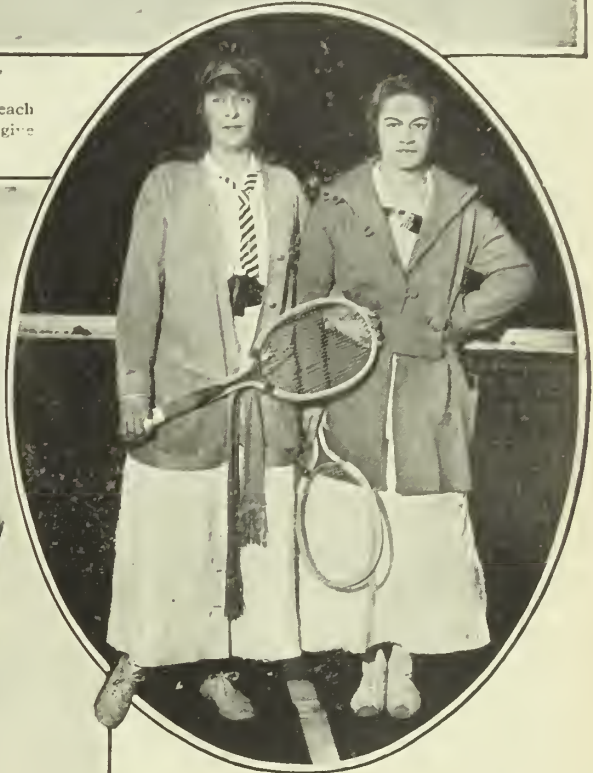


THE PONIES AGAIN IN THE LIMELIGHT

A stirring moment in the first game of the great polo tournament at the Whitney field, Aiken, South Carolina, between the Pine Tree and Aiken Polo Clubs. Plans, already well matured, indi-

cate that this sport will achieve a greater vogue in America each year. In the army, in particular, efforts will be made to give the game a tremendous boom.

WILLIAM & WILKINSON



THOMPSON

QUEENS OF THE RACKET

Molla Bjurstedt, on the right, the clever Norwegian miss whose sensational tennis accomplishments made her the national indoor and outdoor champion, successfully defended her honors in tennis at the annual invitation tournament at Brooklyn. Mrs. S. F. Weaver, at the left, was defeated in straight sets by the champion in the first day of play. Later the Norwegian miss added to her laurels at the Women's National Tennis Championship Tournament, at the Seventh Regiment Armory, New York. In most of her games she followed her well-known slashing style of play, and only upon rare occasions was she hard pressed by opponents.

THEY COULD GIVE POINTERS TO THE FISHES

World's champion swimmers sunning themselves on the beach at Waikiki, Honolulu. On the left is Ludy Langer, of the University of California, holder of the world's amateur record for the 440-yards swim and the American national champion at 500 yards, 800 yards, and one mile. Next to him is Duke Kahana-moku, of the Hui Nalu Club of Honolulu, the world's champion at 50, 100 and 200 yards and Olympic champion at 100 meters. The lady is Miss Frances Cowells, of San Francisco, Pacific Coast woman champion at all distances from 50 to 350 yards, and at the right is N. Peterson, Langer's trainer and a professional high diver.

ALHAMBRA



INTERNATIONAL FILM

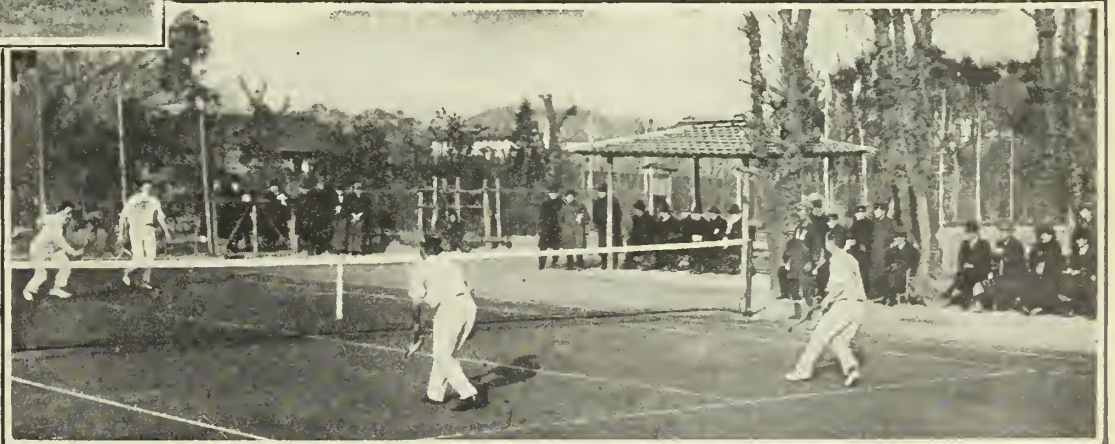
FAR MORE WORK THAN PLAY

John J. McGraw, for years one of the most spectacular figures in the national pastime, in the center, with Christy Mathewson and "Rube" Benton, pitchers, tossing the medicine ball at the Marlin, Texas, training camp to take some of the winter kinks out of their muscles. This trio, representative of the Giants' old guard, encourages free perspiration by wearing heavy sweaters in this exercise.

IT'S UP TO YOU, JOHN

There's another season near,
John McGraw,
And we trust we shall not jeer,
John McGraw,
As we did some time ago,
When your Giants, as you know,
Finished last—a bitter blow,
Filling many hearts with woe,
John McGraw.

We expect a lot from you,
John McGraw,
And likewise your Giant crew,
John McGraw,
For somehow the big time show
Lacks its spice when they go slow.
They've no business in last row,
Get together, let 'er go,
John McGraw.



INTERNATIONAL FILM

TENNIS IN THE FAR EAST

Dawson and Griffin, two of California's favorite sons, defeating Kumagae and Yamasaki on the courts at Tokyo in a match before an audience of Japanese dignitaries. In the singles Griffin, after a hard battle, was defeated by Kumagae, the champion of the Orient.



Dorothy Klump

YOUTHFUL SWIMMING MARVELS

Never in the history of modern athletics have so many children been taught to take care of themselves in the water as at the present time, and the results obtained are worthy of the objective. Two little ones who have profited much in this respect are Elinor Estes, 3½ years old, of Orlando, Florida, and 7-year-old Dorothy Klump, of Philadelphia. The former, known as the "champion baby swimmer of Florida," can swim 25 feet at a stretch, dives perfectly, floats and makes her way under water with eyes open. Dorothy swam across the Schuylkill River, at Lafayette, and back, 320 yards, with hands and feet tied.



Elinor Estes



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YOUNGS ERS AS HORSE SHOW WINNERS.

At the 23d annual Westchester County Horse Show, at Gedney Farm, White Plains, N. Y., a famous gathering place for lovers of the horse, Miss Marion Healy, on Llwyn Jess (left), was awarded first prize for ponies 13 hands or under, ridden by children; and Miss Evelyn Hall McManus, on Lady Fan (right), received the second award.



UNIQUE INDEED IS THIS GOLF COURSE

First game on the new municipal golf course, at Elmwood Park, Omaha, Neb., which was opened in 1916, and which enjoys the distinction of being the only one in existence on which an entire game may be followed by automobile.



UNDERWOOD & UNDERWOOD

SIX RECORD MAKERS OF 1916

Occasionally Grover Cleveland Alexander, the Quakers' mighty twirler, does go up in the air, as the picture will prove, but when he makes his aerial flights they are in a regulation machine. Mighty "Alex" wound up another great year on the mound by defeating the Reds in both ends of a double header, and shattering the major league shut out record, set by himself earlier in the season. One of his wins over the Cincinnati team marked his 15th runless game for 1916.

Steve Yerkes, who finished the season as second sacker for the Atlanta Southern Association team and well remembered as an American and Federal League star, accepted 111 chances in 22 games without an error, a new high mark for this league. Sherwood Magee, the Braves' left fielder, went through 78 games and accepted 170 chances perfectly. The old major league record was made by Schulte, of the Cubs, who had but one error in 125 chances. "Doug" Baird, third baseman for the Pirates, went thirty games without an error, in which he handled 100 chances. Eddie Mensor, of the Northwestern League's Spokane club, accepted 239 chances without an error in 114 games, working in the outfield and at second and third bases. Zach Wheat, the Brooklyn team's heavy hitting outfielder, swatted safely at least once in 29 consecutive games.



Steve Yerkes



Eddie Mensor



"Doug" Baird



Zach Wheat



Sherwood Magee



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Heeding the "back to nature" call, five young women, all well known in the smart sets of their respective home towns, barefooted and clad in light walking dresses, completed a 100-mile hike from South Woodstock, Conn., to Sharon, Mass., camping along the way and occasionally imitating Psyche's famous brook-gazing feat. They are, from left to right, Madeline Haff, of Kansas City; Georgia Sprague, New York; Margaret Chamberlaine, Dobbs Ferry, N. Y.; Vivian Johannes, Stevens Point, Ia., and Mary Gavin, Indianapolis.



"SMILING BILL"

The fellow worth while, so the rhymsters all say,
Is he who can smile though things don't go his way.
Hard luck and adversity can't make him frown,
He'll ne'er take the count even though he's knocked down.

A soldier—he charges, but never retreats,
In the end he should conquer, surmounting defeats.
A lad such as this heads the game Yankee clan,
"Smiling Bill" the fans call him—last name, Donovan

When the season was young, no cloud was in sight,
His team was a winner, the prospects were bright;
With a smash and a dash, it rushed to the lead,
It seemed that no rival could e'er check its speed.
But "there's many a slip," a wise man once said—
With a crash the spurt ended, the sunshine had fled
Each star man was injured, till all were laid low,
But Bill kept a grinning and hustling you know.
As game as they make 'em, he stuck to his task,
And fought all the harder—no more could one ask.

They're hoping you win out, each fan to a man,
They're rooting for you, "Smiling Bill" Donovan.



COLEMAN

DOWNES WINS ANOTHER CHAMPIONSHIP

At the annual national A. A. U. swimming competitions at the South Shore Country Club, Chicago, Al E. Downes, of the New York A. C., won the high dive for men from a field of worthy competitors. He has been the national and metropolitan champion for four years, and has been competing for twenty-two years. To win this championship "Al" was compelled to excel in the back dive and back somersault from an elevation of sixteen feet, and a standing and running forward dive from a board thirty feet above the water, and six voluntary dives, the styles left to the competitor's choice.



DE VARNON

WORLD'S SPEEDIEST BOAT

All world's speed records for boats were shattered to bits when "Miss Minneapolis," built and owned by Smith brothers, of Algonac, Mich., set a new record at the twenty-second annual regatta of the Inter-Lake Yachting Association at Put-in-Bay, Lake Erie, O., by covering a twenty-mile course at the rate of 66 $\frac{2}{3}$ miles an hour. Her propeller averaged 2,200 revolutions a minute.



INTERNATIONAL FILM SERVICE

FOR HE'S A JOLLY GOOD FELLOW

In addition to his other admirable qualities, Charles E. Hughes is an enthusiastic baseball fan. In Detroit, while on a speaking tour through the Middle West, he took sufficient time from his campaigning to watch a game between the Tigers and Athletics. Mr. Hughes is pictured standing on the roof of the Detroit Club's dug-out, shaking hands with the players of both teams.



TEACHING THE FAIR SEX WOODCRAFT

With the idea of assisting young women to learn something of the art of the woodsman and to stimulate their athletic tendencies, the Y. W. C. A. has established Camp Bluefields at Palisade Interstate Park, on the side of South Mountain,

N. Y., formerly used by the State as a rifle range. The cost to each damsel is less than \$4 a week, and splendid results have been accomplished. The picture shows a bevy of campers after a hike preparing a fire for a "bacon treat."

PRESS ILLUSTRATING CO.



ON THE WAR PATH

At last John K. Tener, president of the National League, is in a position to protect his umpires to the limit. The conduct of certain players of an Eastern team at last became such that the good name of the sport was in jeopardy, and the executive called a special meeting of the club presidents to consider the case. He was given full authority to rule with a rod of iron, and in future he will see that the parent league is as free from umpire baiters among the players as the American League has been since its inception.



CHAMPION WATER NYMPHS OF THE U. S. A.

Beauty and skill combined constituted the principal feature of the great championship swimming races at San Francisco at which gathered practically all of the country's champions. Among the best-known of the fair sex were those shown in the photo, and they are (upper row, left to right) Ethel Daley and Frances Cowells, San Francisco; Claire Galligan, New York; Mabel Green, San Francisco, and Bernice Lone, Honolulu; (bottom row) Olga Dorfner and Agnes Huber, Philadelphia, and Miss G. Galligan, New York. Miss Dorfner won the first 100-yards A. A. U. championship race for women, 1.08½; Miss Claire Galligan second, and Miss Huber third. The 50-yards race for the Pacific coast championship was won by Miss Cowells, with Miss Daley second.



Charley Herzog

"GOOD-BY, MATTY, AND GOOD LUCK"

(A pal's tribute)

The old Master's best days are ended,
His shadow has passed o'er the hill;
The mighty arm so long our boast
Has lost both its cunning and skill.
But he was a faithful soldier.
For he served his full time—and more:

And his years as king of pitchers,
Why they numbered almost a score.
We know that the fans will miss him,
They loved him as player and man;
But the real heart aches are felt by us—
His pals of the Giants' clan.
We patted his shoulder at parting,
We wished him good luck and God speed;
And we tried to stifle our feelings,
But I fear we didn't succeed.
The tears would moisten the eyelids,
For he was a friend worth while;
May his future pathway be rose strewn,
With sunshine throughout each mile.



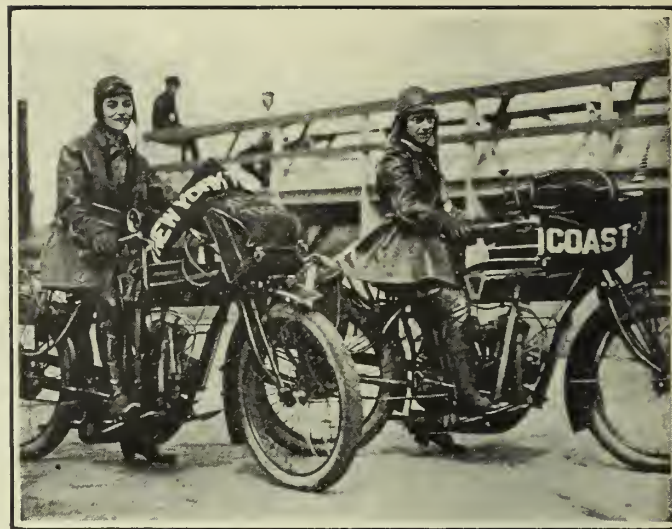
"Slim" Sallee



Wade Killifer



Christy Mathewson



ON A TRANSCONTINENTAL SPIN

To prove that women are an important factor in national preparedness and efficiency, Misses Adeline and Augusta Van Buren of New York, descendants of Martin Van Buren, once President of the United States, started from the Metropolis to San Francisco on the first motorcycle trip across the continent ever attempted by women.



WAR IS NOT ALWAYS WHAT SHERMAN SAID IT WAS

At Saloniki, where forces representing the Entente allies, many men encamped for many weeks. The troops often were entertained by something other than the music of shot and shell. The pic-

ture shows some two dozen clever acrobats among Great Britain's soldiers from India giving an impromptu circus for the benefit of their comrades.



MEERAN

YOUTHFUL SWIMMING PRODIGY SOON MAY BE NATIONAL CHAMPION

Miss Gertrude Artell, a fourteen year-old swimming prodigy of Philadelphia, created a sensation recently when she lowered the national figure for sixty yards, doing the distance in 36.2 s. Previously the record was 36.5 s. Shortly after, she gave Miss Olga Dorfner a hard battle for the 100 yds. Middle Atlantic championship, finishing second in 1m. 12 4/5 s. Experts believe she is the coming national woman swimming champion.



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KELLY SHATTERS 300 YARDS RECORD

Andrew B. Kelly, of Holy Cross College, at the recent national indoor championships, clipped four-fifths of a second from the old mark of 35 1/5s. for the 300 yds. run. Kelly had keen competition from Landers, Lennon and Moore, every one of them a star. Later, in the century special, a 100 yds. dash, he defeated Howard P. Drew, for years national sprinting champion. Two heats were necessary. In the first they came to the tape pace for pace. In the other Kelly won by less than a foot. Time of both heats 10 1/5s.



BURNS



MERKLE

TWO DIAMOND FAVORITES IN THE LIMELIGHT

George Burns, the modest and hard-working left fielder of the Giants, who last season led the National League in run making, with 105 to his credit on 174 hits, now has added a new record to his string. Recently he supplanted Tom Griffith, of the Reds, as the leader in consecutive games played. George has not missed a single game with his team since the opening of the 1915 season, his total when he upset the previous record being 318. Burns became a New York regular in 1913 and since that time has missed but eight games of the 630 played. Fred Merkle, long a player with the McGraw team and later with Brooklyn, has joined the Cubs to play first base in the place of Vic Saier, who broke his leg recently. 'Twas in 1908 when Merkle, by failing to touch second base in an all-important game with the Chicago Nationals, pulled the 'bone' play which lost his team the pennant and, probably, the world's championship. For years he was ridiculed and abused for the mistake, but refused to lose his nerve, and finally lived it down and became a genuine star. Last season he played 127 games at first with a fine fielding average of 986. The Cub management paid \$13,000 to the Dodgers for Merkle's contract.



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BOSTON MARATHON WON BY VETERAN RUNNER

Recently William I. Kennedy, gray-haired but sturdy, stone mason by profession and athlete for recreation, put aside his working clothes, and journeying from his present place of employment at Pawtucket, R. I., to Boston, entered as a member of the Morningside A. C., of New York, for the annual twenty-five mile marathon road race from Ashland to Boston. And he won from a field of fifty younger men in 2 h. 28 m. 37 1/5s., beating many celebrities.



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RECORDS FALL AT PENN MEET

As anticipated, the twenty-third annual athletic carnival at Franklin Field, Philadelphia, saw several new records hung up and was the greatest track event of the still young year. One of the most sensational performances was staged by Charles Larson, of Brigham Young University, whose running high jump of 6 ft. 5 3/8 in. bettered the national intercollegiate record of 6 ft. 5 in. credited to Richards, representing Cornell, two years ago. Larson also attempted to displace Beeson's world record of 6 ft. 7 5/16 in., and almost made it.



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PENN FRESHMAN RELAY TEAM MAKES A NEW RECORD

The University of Pennsylvania freshman relay team set a new record at the meet in the one mile championship race when it covered the distance in 3 m. 22 s. This was 3 4/5s. better than the record set in 1913 by the Penn freshman team when the great Ted Meredith ran the anchor leg. The record-breaking team, from right to left, includes Davis, Hough, Maxam and Eby, anchor man.



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BERRY AN ALL-ROUND STAR

J. Howard Berry, the versatile University of Pennsylvania athlete, established a precedent at the Penn meet when, for the third successive year, he won the pentathlon. He captured first in the 1,500-metre race in 4.45; the javelin throw with 157 ft. 2 in., the broad jump with 20 ft. 7 2/4 inches and the 200-metre race in 22 2/5s. and was third in the discus throw.



. CLYDE FORSYTHE .

A TRANSCONTINENTAL CYCLE TRIP

HARDSHIPS AND PLEASURES OF MACADAM, MUD, SAND AND WATER

PHOTOGRAPHS BY HAMILTON M. LAING



A ROADSIDE SHELTER

A properly shaped canvas stretched between two machines provided an excellent tent.



THE GOOD ROADS OF PENNSYLVANIA

A contrast to the deep sand and waterless wastes of the arid desert, which is the terror of all travelers not journeying by the "plush-covered" route.



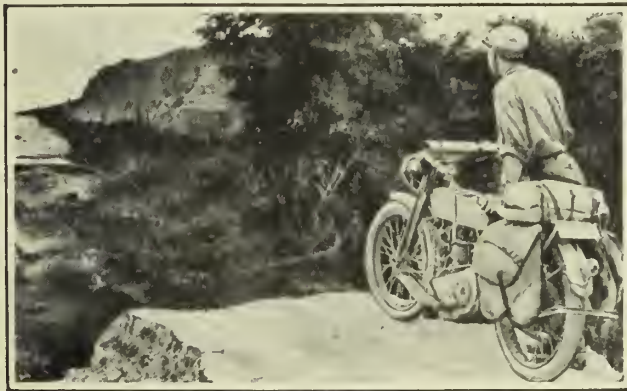
A GLIMPSE OF HOOSIER QUIET

When the streams stay within their bounds, the dirt roads are uniformly good—but the banks are low, and sometimes the streams are high.



IOWA'S CONTRIBUTION OF ROADS

With black walnuts and maples lining its road, the monotony of the prairie is pleasantly varied.



A STOP IN TIME

At the bank of the ravine, from over which the bridge has been washed away during some previous freshet. Such danger points are not always marked, and it behooves the motorist to exercise the utmost caution.



FUEL IN PLENTY WITHIN EASY REACH

The nights in Colorado are cool, and the sage brush fire furnishes a welcome warmth. The road, in many instances, is scarcely more than a hardly discernible path through the sage brush.



COLORADO BRINGS THE REAL CLIMBING

"But when the rider reaches the top, a fairy-land of beauty awaits him; the sky is a void of intense blue, and the air racy and sharp with the tang of spruce and pine."



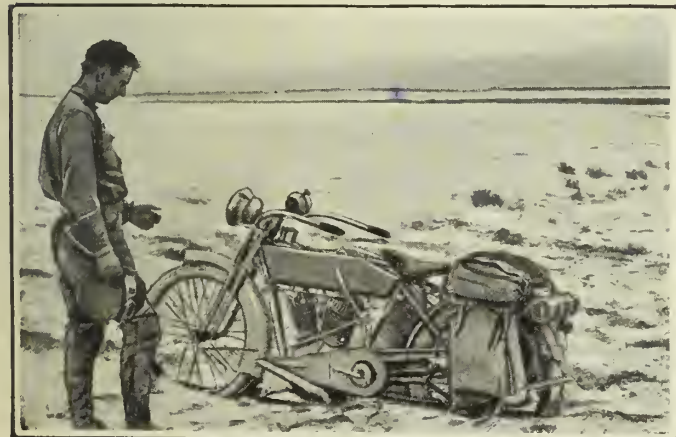
"ZOWIE!" SHE'LL MAKE IT

Full speed up the banks of a dry irrigation ditch is the only way to negotiate such a hazard without stalling the machine.



FORDING AN IRRIGATION DITCH

The practical suggestion is: "If shallow, go easy; if deep, hit it hard."



STUCK IN A SEA OF SALT

An unexpected mudspot in a salt plain near Great Salt Lake, Utah. It is only the running gear of the machine that prevents it from sinking further into the mud.



A CAMEL WOULD BE AT HOME HERE

Sand riding requires more skill than any other form of motorcycle operation. Both legs must be extended, ready for the spill which is almost sure to come. However, a less serious fall can hardly be imagined.

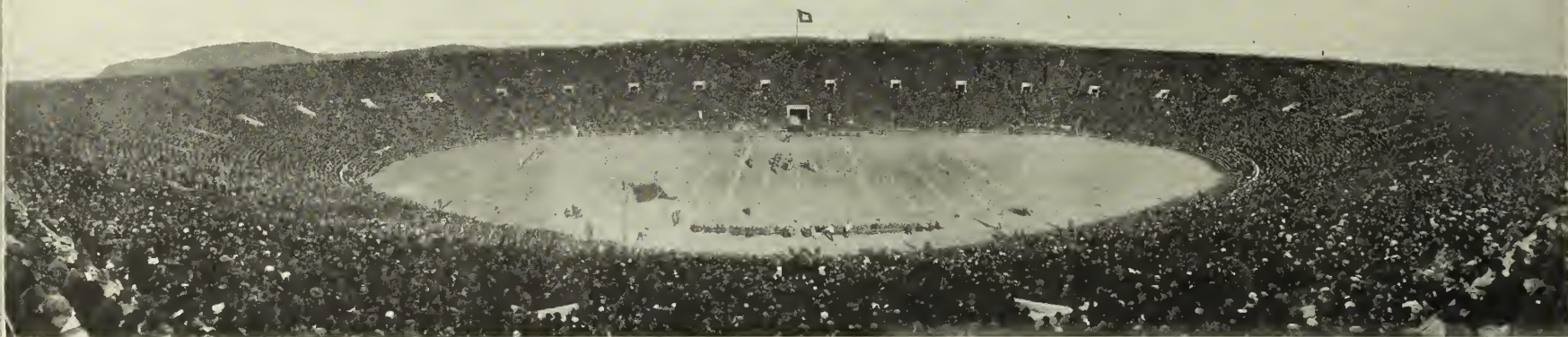


CALIFORNIA AT LAST

How good real woods and blue lakes look now, as we slip down the western slope into this Mecca of campers and other outdoor people.

OUTDOOR SPORTS

BY ED A. GOEWY (THE OLD FAN)



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AFTER SEVEN YEARS, YALE DEFEATS HARVARD

Before the greatest crowd which ever gathered to witness a sporting event in an inclosure in the history of athletics in this country, Yale, in 1916, defeated Harvard by a 6-3 score in the great Bowl at New Haven. It was a great struggle, worthy of the crowd which watched and the modern gladiators who fought. Tad Jones proved his ability by making it possible for Captain Black and his men to bridge a gap of seven years and beat an eleven from Cambridge for the first time since 1909, despite the cleverness of Percy D. Haughton. Misplays by both teams resulted in scores. Robinson booted a field goal for Harvard in the first period, and in the second a fumble by Le Gore, recovered by Gates, won a touchdown.



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AMERICAN ATHLETES HOME FROM SCANDINAVIA WITH 135 PRIZES

Uncle Sam's athletic team, which contested with great success in games arranged by sport lovers of Norway and Sweden. The men competed in 49 events, and finished first in 23, second in 15 and third in 11. They took 135 prizes and were feted throughout their stay abroad. The team, left to right, is: Andy Ward, Bob Simpson, Joe Loomis, Fred Murray, Ted Meredith.

SHINING LIGHTS OF THE NATIONAL PASTIME

Two major league players who won niches in the baseball Hall of Fame in the 1916 season were Arthur Wilson and Thomas Griffith. The former caught for the Pirates and Cubs, participating in 73 games, and making 307 putouts



A. Wilson



T. Griffith

and 80 assists against 13 errors. The feat which distinguished him from all other National League backstops was going through 28 consecutive games without an error or a passed ball. Griffith won his laurel wreath by playing his second complete season in the Red's right field a total of 315 games in one position. In the season just closed he took part in 155 games, making 238 putouts, 28 assists and but 9 errors.



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OVERTON AGAIN LEADS IN CROSS-COUNTRY RUN

Although the harriers of Cornell University, in the long New Haven run, again stamped themselves as the inter-collegiate cross-country team champions, individual honors were retained by Yale, John W. Overton coming home first in this annual title event. The picture shows the start of the great hill-and-dale struggle, with Overton (Y. 201) directly in center. His time was 35 m. 30 4-5 s., nearly one minute faster than the previous time for this trail.



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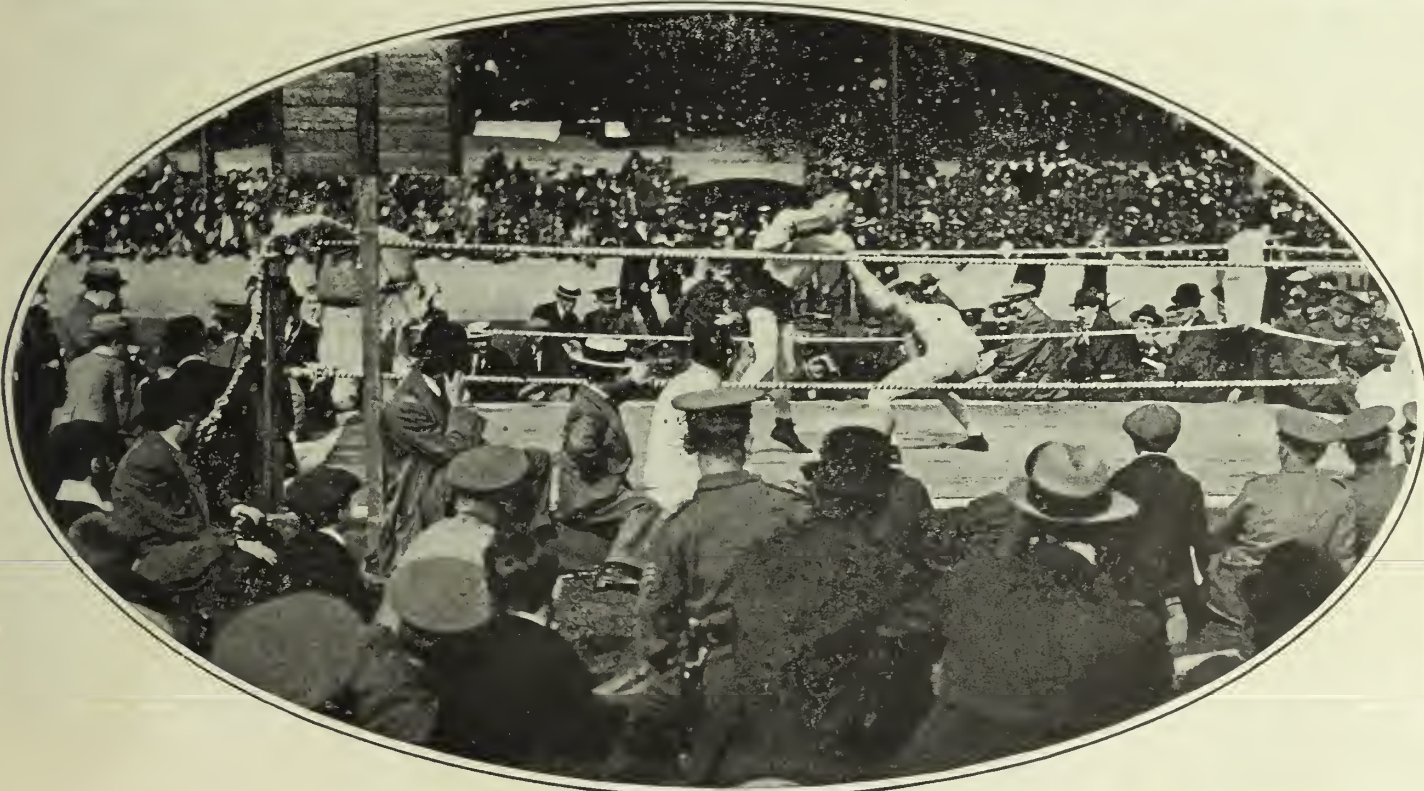
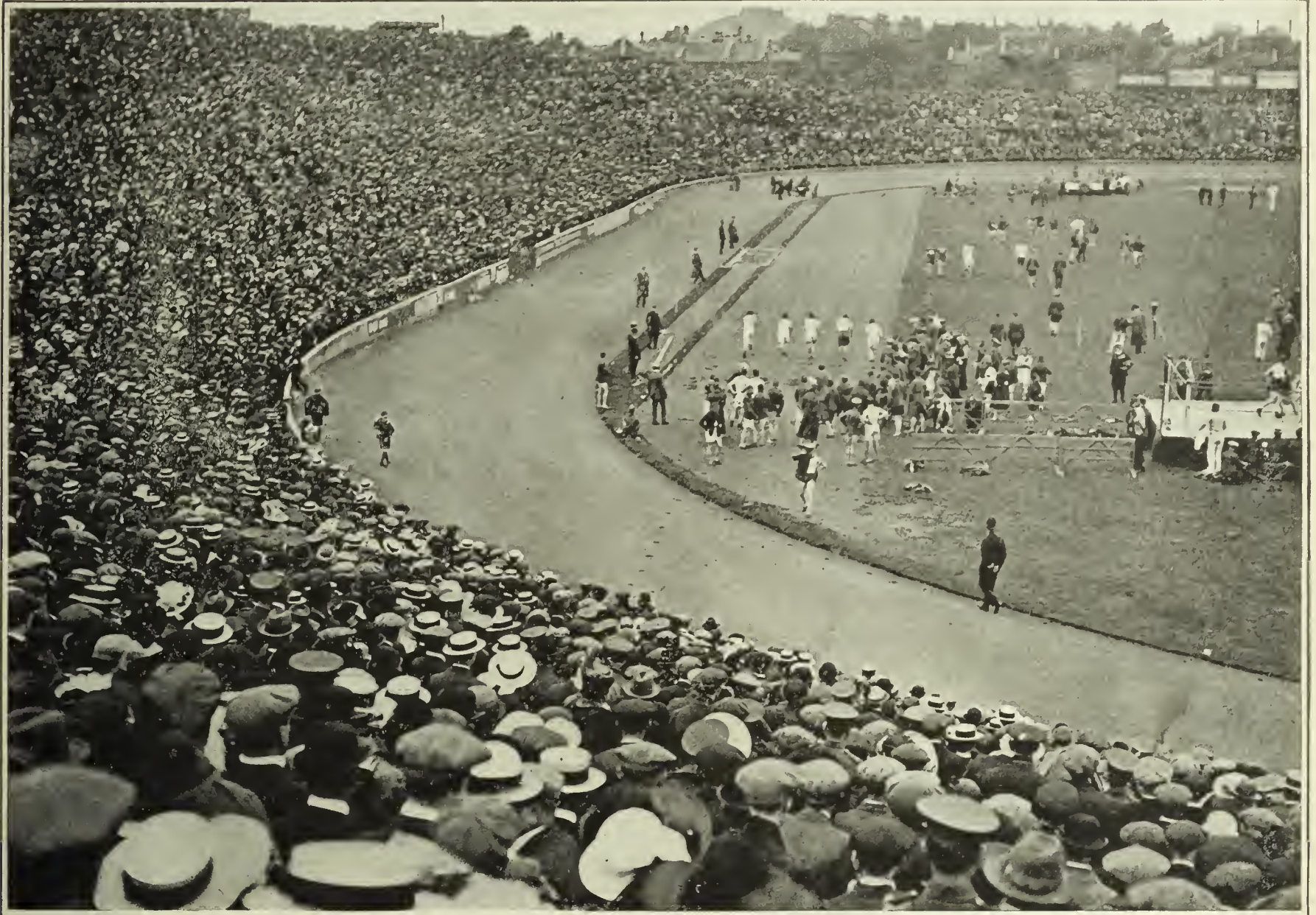
TWENTY-FIRST MEETING BETWEEN ARMY AND NAVY WON BY FORMER

More than 50,000 soldiers, sailors and civilians eagerly witnessed the clash between the Army and Navy at the Brush Stadium, New York, in which the cadets won from the middies by a 15-7 score. When the conflict was but a few seconds old Elmer Oliphant, of Washington, Ind., clasped the leather at his own 10-yard line, and, aided by his team mates' splendid interference

raced about 87 yards, almost the length of the field, to plant the ball in the shadow of the Navy goal posts. After a bad start the Annapolis men came back in whirlwind fashion, but could not overcome the handicap the Army had raised against them. In the center of the picture are the West Point rooters. Those for the Navy are on the opposite side of the field.

BRITISH STILL ENJOY SPORTS

BY JAMES H. HARE, SPECIAL WAR PHOTOGRAPHER FOR LESLIE'S



BANK HOLIDAY CARNIVAL

More than 50,000 people sat through a long athletic program at Stamford Bridge Grounds, in London, and enjoyed the sports even though it rained at intervals. The contestants were all members of His Majesty's Service, and they were not novices either. Many famous sportsmen were given a few days' leave from the front to compete, and the handicaps were carefully arranged by the A. A. A. Board. The Canadians were well represented, the Twenty-ninth Vancouver battalion winning the relay race, while Private W. Patchell of the Twenty-seventh was third in a 100-yard dash that was run in 10 r.5 seconds over a soggy track. Many convalescent soldiers were among the spectators. The proceeds went to the fund for disabled soldiers and sailors.

YOU MIGHT THINK THE ENGLISH WERE TIRED OF FIGHTING

But Mr. Hare writes that evidently they **are** not, for no events were more applauded than the fistic encounters in three rings. Sergeant Curzon, who had just received a Distinguished Conduct Medal, knocked out Private

Hague, one-time champion of England, in the third, and Jack Goldswaite of the Surrey Rifles defeated Sergeant-Major Jack Meekins, who had come all the way from France. Stoker Green did up Sergeant Fickett in six rounds.



JOHN E. BRUCE, THE "SUNSHINE OF BASEBALL"

Every follower of the National pastime is familiar with the likenesses and names of Messrs. Johnson, Tener and Herrmann, but only a comparatively few are equally familiar with genial John E. Bruce, of Cincinnati, secretary of the National Commission, who for many years has kept track of every incident in baseball, from the distribution of the world's series' profits to the salary claims of the bush league players. Mr. Bruce has been secretary since the inception of the commission, has prepared the twelve annual reports, has attended every world's series game, helped to oversee them, handled all of the moneys and paid the players, clubs, umpires, etc. In addition he has accounted for all funds spent in the various city series played under the commission's rules, and maintains a perfect card system of every player who has entered organized baseball since the commission was organized and every happening of the slightest moment to the governing powers of the game. His has been the all-seeing eye which has noted everything, and he has recorded more baseball history than any other man ever connected with the pastime.



PLANNING FOR THE 1916 BASEBALL WAR

Here are two really worth-while commanders arranging the preliminaries for the mighty strife which the sons and daughters of Uncle Sam like best. They are Captain "Til" Huston, one of the owners of the New York Yankees, and "Smiling Bill" Donovan, manager of the club, conferring at the spring training camp, at Macon, Ga. Donovan has been provided with a great team. Captain Huston is a celebrated engineer.



A STRICTLY FAMILY AFFAIR

The Sorlein brothers' club, of Bode, Iowa, probably the most remarkable organization playing the national pastime, should be given a prominent niche in baseball's Hall of Fame. The team is composed of nine brothers, and so clever are they at the game that they have de-

feated all the amateur outfits in their section of the Middle West. The oldest player, thirty-two years old, is vice-president of a bank, and the youngest, fifteen, still is in school. Other brothers are employees of banks or farmers. Some of the boys played on college teams.

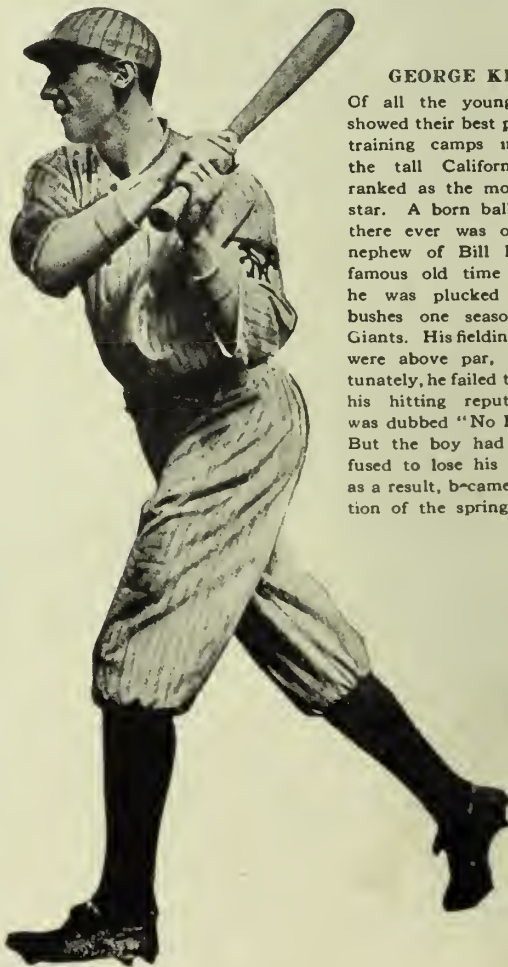
A DIAMOND SET IN GOLD WITHIN THE ARCTIC CIRCLE

Here is a picture of the "farthest north" baseball game ever played. It was staged 100 miles within the Arctic Circle in the world's most northerly mining camp, at Kayunkuk, Alaska, where space for a diamond was cleared on a gold claim. Among the spectators in the background are a few of the fair sex shielding themselves from the sun's rays under umbrellas.



ANOTHER OF NEPTUNE'S DAUGHTERS

In Olga Dorfner, who easily won the 100-yard swimming race at Philadelphia from a large field in 1 m. 9.3-5 s., the world of sport has another mermaid of remarkable skill. Her time was the fastest ever made by a woman in America. Incidentally the clever miss is accredited with being one of Uncle Sam's prettiest athletes.



GEORGE KELLY

Of all the youngsters who showed their best paces at the training camps in practice, the tall Californian easily ranked as the most brilliant star. A born ball player, if there ever was one, and a nephew of Bill Lange, the famous old time "slugger," he was plucked from the bushes one season for the Giants. His fielding and speed were above par, but, unfortunately, he failed to live up to his hitting reputation and was dubbed "No Hit Kelly." But the boy had pluck, refused to lose his nerve and, as a result, became the sensation of the spring workouts.



YOUTHFUL WONDER

Al Mamaux, a 21-year-old youth, who in 1915 for the first time was given his regular turn in the box as a big league twirler, was the pitching sensation of the season. He ranked in the official averages as the best tosser in the game with a winning percentage of .783. He was 58 points ahead of "Alexander the Great" of the Philadelphia Nationals, generally considered the best pitcher of the present time, and 18 points in advance of "Smoky Joe" Wood, of the Boston Red Sox, premier flinger of the Johnson organization.



THE OLDEST BASEBALL STAR AND THE "OLD FAN"

Napoleon Lajoie, the oldest baseball star still playing in the majors, discussing the national pastime with "The Old Fan." "Nap" is one of the most popular performers in balldom. He was born at Woonsocket, R. I., in 1875. He first played with the Fall River club, of the New England League, from which he went to the Athletics in the late 90's.



MIDGET MASCOT

There are almost as many mascots as there are clubs playing the great national pastime, but probably the most unusual of all of this army of good-luck bringers is "Little Chief Meyers," who gives his services to the New York Giants and the Yankees. "Little Chief" is a dwarf, less than three feet in height, and his name is Dominick Margo. Eighteen years ago he was born in Naples, Italy. He has been employed as a "special policeman" in many theaters in New York.



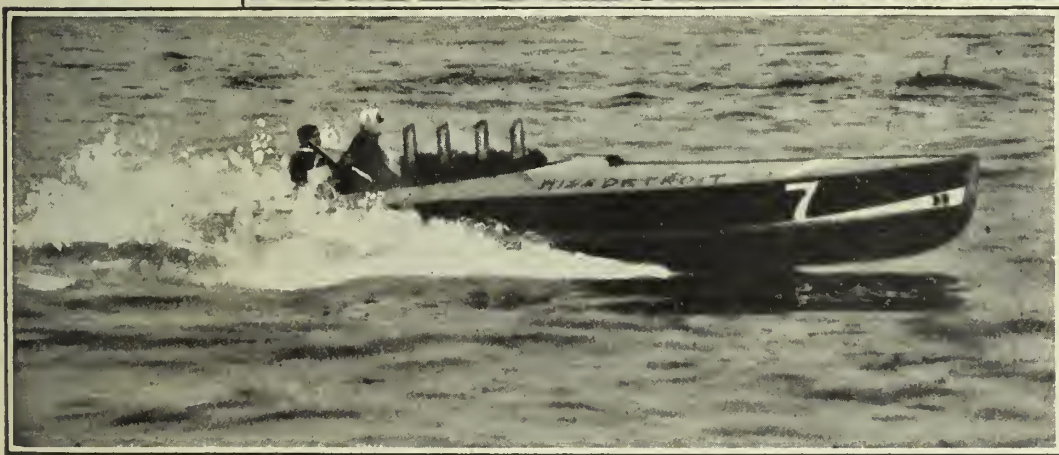
RECORD BASEBALL CROWD

If, as some persons have alleged, the European war has cut in somewhat upon the attendances at the big league ball games this year, there was nothing to support their contention at the formal opening in 1915, at Boston, of the new park that James E. Gaffney, owner of the Braves, erected for his club. At the initial game there were more than 47,000 fans in the park, many of whom had to stand in the field throughout the contest. This was the record attendance at a professional baseball game.



ANOTHER "MIRACLE MAN"

One of the most talked of men to-day in major league baseball circles is Wilbert Robinson, or "Uncle Robbie," as he is more familiarly known, manager of the Superbas. When Robinson was appointed manager of the Brooklyn outfit in November, 1913, the team had finished a poor season, winding up in sixth place in the National League.



MISS DETROIT IS A SPEEDY MOTOR BOAT

Miss Detroit, the motor boat built for a syndicate of Detroit enthusiasts, had no difficulty whatever in winning all three races for the Gold Challenge Cup in New York waters. Miss Detroit can make 57 miles an hour, but she did only one lap of five miles at the rate of 50 miles. The rules called for a novice driver and John Milot, who had never before handled a motor boat, was selected 10 minutes before the race started. He is expert in driving automobiles.



**PHILADELPHIA MERMAID WINS
NEW LAURELS**

Miss Olga Dorfner, of the Quaker City, national title holder of the 50-yard and 100-yard swimming championships, who recently equaled the world's record of 29 seconds for the 50-yard dash at the championship swimming meet of the Middle Atlantic Division of the Amateur Athletic Union, held at Philadelphia. Fannie Durack, of Australia, established the record in 1914.



**CREW GIRLS OF THE UNIVERSITY
OF CALIFORNIA**

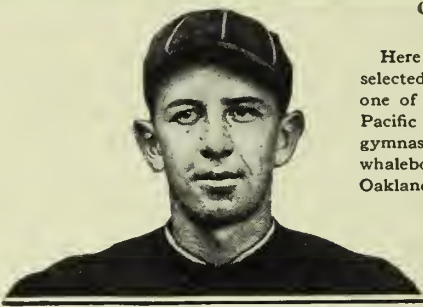
Here are the leading candidates from whom will be selected the co-ed twelve of the University of California, one of the most popular rowing organizations on the Pacific Coast. These young women recently forsook the gymnasium and the rowing machines for their huge whaleboat and real spring practice on Lake Merritt, Oakland, where the annual regatta will be held. Each whaleboat has a complement of twelve, plus a coach and a helmswoman. The picture shows, left to right, standing, Irene Hurley, Ethel Wall, Mary Kleineckle, Gladys Reston, Ella Deanchie, Mildred Crane, Anna Doolittle, Louise Beck and May McCleary; seated, Sophie Dinsdale, Elenor Schlotz, Marion Chandler, Gertrude Wallace and Helen Crane.

SO DIFFERENT

Here in the North the winds still blow,
And everywhere is slush and snow;
Our thoughts are black and our spirits low
It seems Old Winter'll never go.
But in old Dixie, far away,
Fair Mistress Spring, in glad array,
Welcomes with warmth the players all
Preparing for the season's call.

Perhaps it was the same last year,
Still Jack Frost brings to us no cheer,
When he's about all things are drear—
Give us Old Sol, for he's sincere.
Yes, in the Southland we would be,
Joining the baseball jubilee.
Watching our heroes run and bounce—
But, can we go there? Not a chance.

*Up North the weary fans must wait,
And try to dodge the rheumatism
While care-free players in the South,
Study their baseball catechism.*



**COLLINS, BEST HITTER AMONG
SECOND BASEMEN**

Eddie Collins, for years one of the stonewall infield defense of the Philadelphia Athletics, but more recently a leading spirit with the Chicago White Sox, leads all second basemen in hitting over a stretch of years with a percentage of .340. Collins has played in 1,303 games, been at bat 4,557 times, made 905 runs, 1,551 singles, 193 two-base hits, 110 three baggers, 19 home runs, 233 sacrifices and stolen 455 bases.



AMERICA'S LEADING HORSEWOMAN

Miss Loula Long, of Kansas City, Mo., generally conceded to be the best horsewoman in America, is the daughter of R. G. Long, a wealthy lumberman, and has her own private racing track, a duplicate of the noted Memphis course, at her father's \$1,000,000 stock farm. Miss Long, who is pictured riding Nancy Garland, has won more than 500 awards in the twelve years she has been showing her horses.



CRACK WOMEN BOWLERS TO INVADE EAST

Bowlers of the East, look to your laurels, for the Cleveland, O., Women's Bowling team, which has established an enviable record in the world of "strikes, poodles and spares" in the Middle West, has challenged you to defend your honors. All of the young women are experts. Each asserts that she can roll

250 with one hand tied behind her back, and they anticipate that they will make a triumphant conquest of both the male and female teams of the Atlantic Coast. They are, from left to right, Miss Hazel Barks, Mrs. Jessie Marshall, Mrs. G. Grenwald, Mrs. Marie Pearsall and Mrs. Grayce Garwood.



MORE THAN 100,000 CLEVELAND FANS WITNESS BALL GAME

The final inter-city championship game between the White Autos and the Omaha Luxus team at Brookside Stadium, Cleveland's natural amphitheatre, on October 10th, 1915. The White

Autos won the battle by a 11-6 score, and then started on their journey to the Far West, to play the leading amateur clubs on the Pacific Coast.

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NAVY FOOTBALL SQUAD AT WORK

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Lieutenant Ingram, head coach, putting the linemen of the first and second teams through their paces.

FOOTBALL

Some charge, without formality,
The sport lacks rationality—
Is too full of brutality,
And features most the punch.
But we claim that stability,
And likewise durability,
Backed up with rare ability
Is far the better hunch.

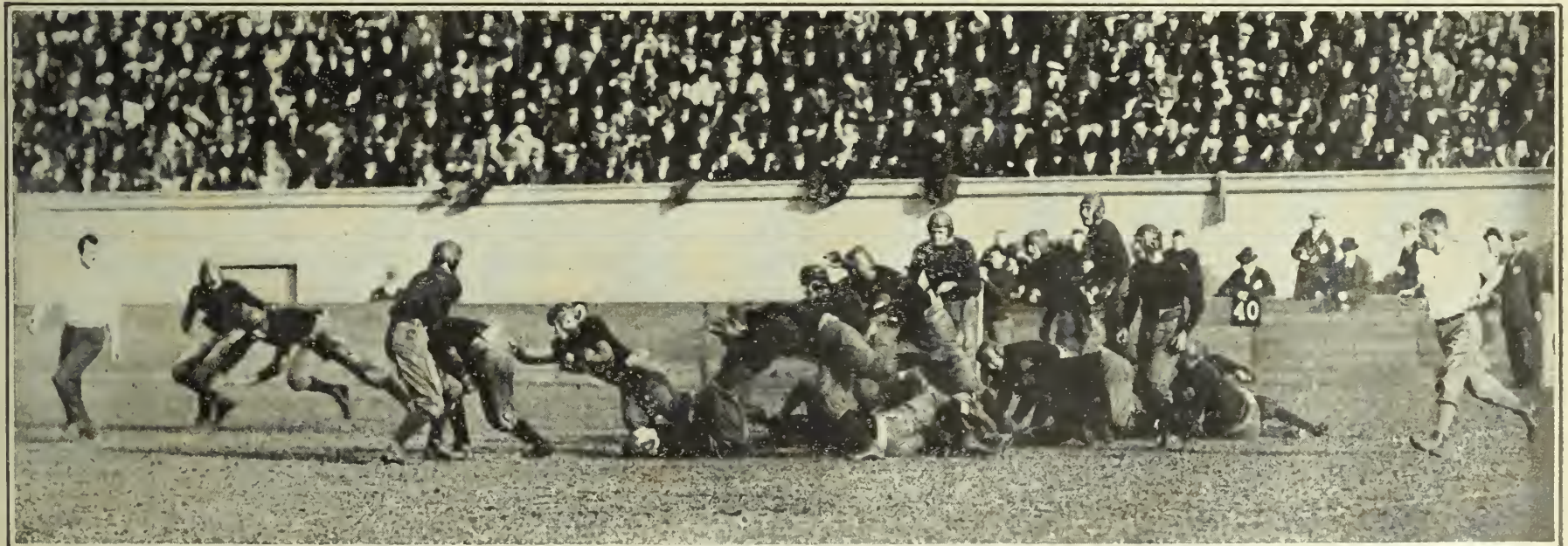
Forget all partiality,
And then—in all reality—
You'll note that great vitality
Is what the game needs most.
If you prefer timidity
And athletic tepidity,
To physical solidity,
Oh, please, of it don't boast.



PRACTICING FOR PERFECTION

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Charles Barrett, captain and quarterback of Cornell's 1915 football team, one of the most promising elevens which has represented the university in years, kicking a goal from the field. Experts class Captain Barrett and Captain Mahan, of Harvard, as on a par. Both use the same style of play and both rank at the top among the backs of that year.

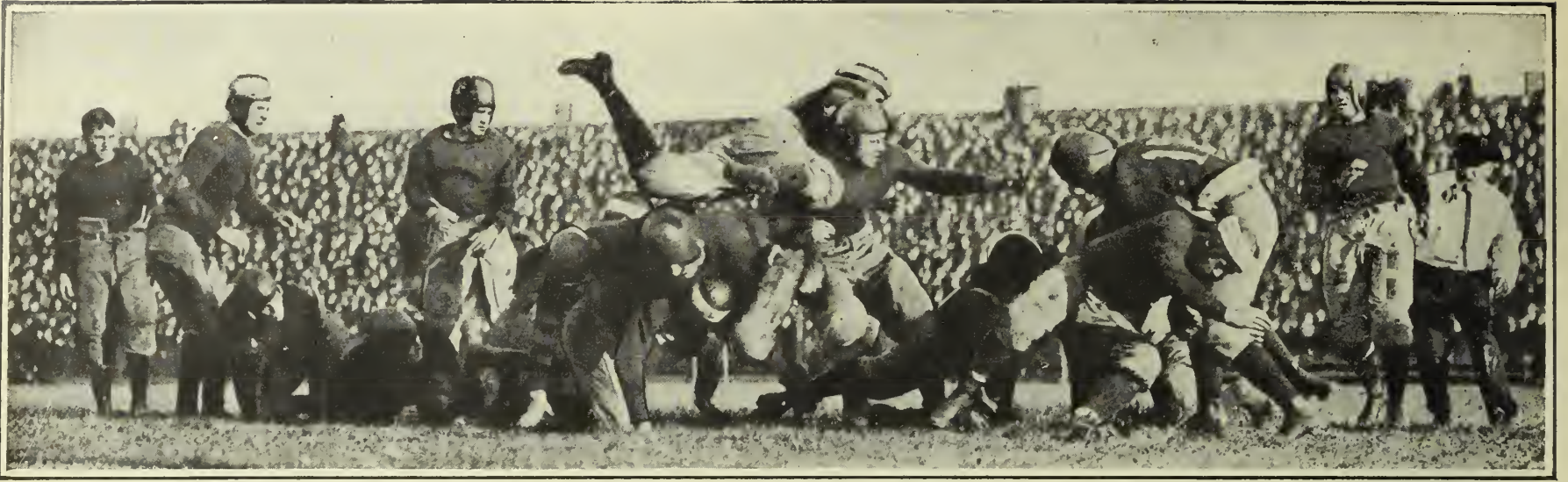


WHEN HARVARD TOOK VIRGINIA'S MEASURE

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An exciting period in the fierce struggle between the elevens representing Harvard and the University of Virginia, showing Captain Mahan breaking through tackle. The Crimson won by

a 9-0 score. Harvard had to work hard to gain the victory. Virginia achieved distinction earlier in the season by defeating Yale.



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BACK FROM THE BORDER. BERRY PLAYS SENSATIONAL FOOTBALL

In one of the most bitterly contested battles of 1916's big football season, the Pennsylvania University team badly defeated the eleven representing the Pennsylvania State College, thereby reversing the result of the previous season's struggle. Howard Berry, the one-time all-around inter-collegiate champion, shown in the picture carrying the ball through the line, was the hero of the occasion, though but recently returned from soldiering on the Mexican border. He dropped two brilliant goals from the field, one from the 40-yd. and one from the 33-yd. line, and ran fifty yards for a touchdown, thereby piling up twelve of the fifteen points scored by the victors against Penn. State's 0.



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WAR HEROES BEATEN ON THE GREEN

Before the King of Montenegro and many French and English generals and French diplomats at the Parc des Princes, Paris, in 1916, an association football team formed of men of the British Twentieth corps, which won signal honors in the defense of Verdun, was defeated by the Association Sportive Francaise team by a 1-0 score. The picture shows the winning goal being made when the goal keeper of the Twentieth corps failed to save a hot shot.



MAIN

A WATER QUEEN INDEED

In Mina Wylie, Australia adds another to her long list of title-holding swimmers. This water sprite neatly won the 100-yards breaststroke championship of Australia, at Sydney, from many competitors in 1.30 4-5. She also holds the women's world's record for that event in 1.28 3-8.



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CHAMPION TRAVERS BOWS TO DAN CUPID

A romance of the links terminated happily in the marriage of Jerome Dunstan Travers, four times amateur golf champion and once open champion, and Miss Dorris Tiffany, who met first on the Powelton Club's course, at Newburgh, N. Y. In the picture, from left to right, are Miss Justine Weston, the maid of honor; Mr. Travers, Mrs. Travers, and Gilman Parris Tiffany, brother of the bride, winner of the Hudson River golf championship on six occasions.

"BILL"

He is rather off in Latin,
And he's not too strong in Greek,
And the higher mathematics
Always leave him limp and weak.
His philosophy is faulty,
Poetry he'll not peruse,
And at times we fear his language
Is the kind he shouldn't use.
If he has a favorite study,
Not a prof. has found it out;
And just why he came to college
Is a thing they talk about.
But admitting that his culture
Would give most folks quite a jar,
There's one time when every student
Will admit that Bill's a star.
That's when clad in guards and moleskin
He goes tearing through the line,
Crashing, crushing, ducking, running—
There are few sights quite so fine,
Big and brawny, clever, fearless,
He will plow through any foe,
That's why we o'erlook the many
Things which William doesn't know.



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ON LAST HOLE BARNES WON PRO. GOLF TITLE

In a match which was not decided until the very last hole and the very last putt, James Barnes, the White-marsh Valley Country Club professional golfer, won the championship of the Professional Golfers' Association on the links of the Siwanoy Golf Club, not to overlook a purse of \$500 and a diamond medal.



BROWN'S DEFEAT OF HARVARD CLEAN CUT AND DECISIVE

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With Pollard, the whirlwind halfback, aided and abetted by Purdy, at quarter, playing a brand of football seen only at rare intervals, Brown players took the measure of Harvard by a 21-0 score, thereby satisfying an ambition cherished for many years. It was a clean cut victory, the

Crimson failing utterly to offer an effective defense and never getting sufficiently near Brown's goal even to try for a score via the field goal route. Pollard is shown making a fifteen-yard gain, with the Harvard pack in full cry after him.



MOOREHEAD

KANSAS CITY'S ONLY WOMAN TRAPSHOOTER

Kansas City, Mo., is proud of Mrs. D. B. Foster, because she is that city's only woman trapshooter, and because her skill has won her many trophies and given her a ranking equal to that of some of the best male shots. She qualified well up among the ten best women trapshooters at the Grand American Handicap, at St. Louis, and at the shoot of the Social Target Club, at Kansas City, as the only woman entered against twenty-six men, she made twenty-four out of twenty-five targets and won the second prize cup.



INTERNATIONAL FILM SERVICE

MISSION RUGGERS SCORE SPLENDID TRIUMPH

Playing such Rugby as seldom has been seen on the Pacific Coast, the Santa Clara team easily achieved its ambition by humbling the hosts of Stanford by a distinctly one-sided score, in this instance 28-5. In the picture Curtin, of Santa Clara, is shown breaking through for the start of one of the rushes which featured the play of the Missionites.



SOUTH HAS A GREAT SWIMMER

Long-distance swimming records in and about Charleston, W. Va., were cast into the shadow to rest when J. P. Gunther, at the races held at Lick Branch, swam thirteen and one-half miles in four hours and eighteen minutes. He made the distance without leaving the water, nourished only by a single cup of coffee, which he drank while swimming.



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THROUGH AMAZING COLLAPSE PRINCETON TOSSES GAME TO YALE

Tradition and Yale triumphed in the fierce clash between the Bulldogs and Tigers. Though at first generally favored, the Orange and Black collapsed under fire, making mistakes at critical mo-

ments, while the Blue, after a poor start, more than held her own. Yale triumphed 10-0. The picture shows Le Gore carrying the ball through the line after having his kick blocked.





STARTING FORTH IN SEARCH OF THE ELUSIVE MR. REYNARD

LEVICK

The fall and winter months find many a scarlet-coated contingent of American lovers of outdoor sports, particularly in the South and East, riding to the hounds with the same ardor shown by the enthu-

siasts of once "Merrie England," the real home of the fox hunt. The photograph shows the Watch Hunt at Short Hills, N. J., starting out for a run and eager for the word "Go."

YEP! IT'S COME TO THIS

Members of the faculty of certain colleges have suggested that students be forbidden to play baseball on the ground that in this sport their enthusiasm causes them to ape professionals in their desire to win.

"We've studied this question of baseball quite some,"

Quoth the self-haloed pedagogues, patting their chests,

"We feel it's *de trop* in a college, by gum! While checkers and croquet have met all our tests. As a sport it's too noisy, too active and rough—Why at times our dear boys talk real naughty and gruff.

Then their clothing they soil,
And their manners they spoil,
They tan and perspire while making their runs—
All things ill-befitting real gentlemen's sons.
Now if we have our way
There'll be gentler play,
And instead of this craving for muscle and brawn,
Why we'll substitute games to be played on the lawn.

"Thank goodness, all boys are not rowdies like these,

For we've studied all kinds and of course ought to know;

Take those carefully manicured chaps, if you please,

Who appear once a year in our musical show—
When they're fixed up with powder, some wigs
and some paint,

Why they look like sweet damsels, quite saucy and quaint.

And their dresses they wear
With true feminine air.

They're pictures of beauty, they're studies in grace—

Their figures look stunning in satins and lace,
How much better like these

To endeavor to please,
Than go shouting and rushing about in the sun—
There complexions are lost, naught but freckles
are won."



WILTON

WOMAN CHAMPION LOSES AT THE NETS

Mrs. May Sutton Bundy, always a favorite tennis player, and one-time title holder, finally defeated Miss Molla Bjurstedt, the unbeaten clever woman's single champion, 6-3, 1-6, 6-2, at Long Beach, Cal., in an exhibition contest.



ROSS

NEW WORLD'S RECORD

This is Charles Hoyt, the Grinnell College sprinter, who recently obtained a niche in the Hall of Fame when he won the special 200 yds. dash at the Drake Relay Carnival, at Des Moines, in 21 2-5 sec., a new world's record for a curved track.



GEORGE GIBSON



RUGBY GAINS IN FAVOR ON THE PACIFIC COAST

This splendid sport, which each year is gaining added favor throughout the United States, rapidly drew a crowd of 16,000 persons to the playing field at Palo Alto, Cal., where the Stanford University team defeated that representing the University of Santa Clara by a score of

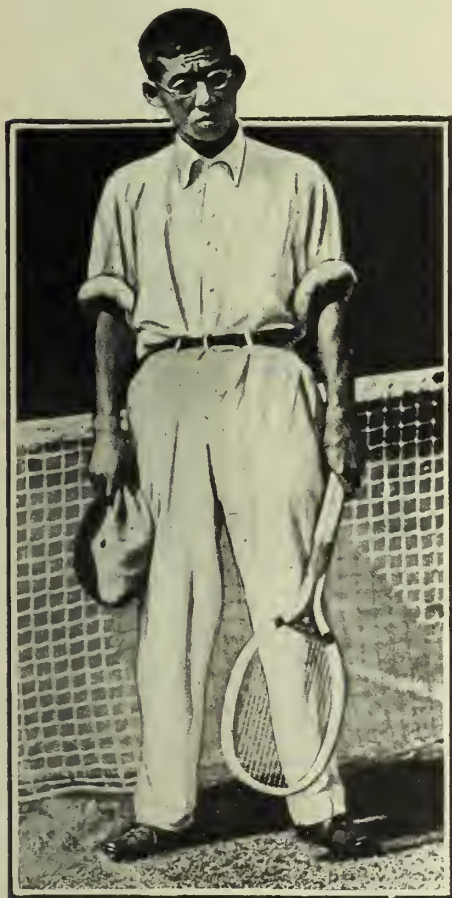
30 to 0. Excellent sportsmanship featured the contest from start to finish. Note in the photograph the clever manner in which the student spectators formed the letters L. S. J. U., meaning Leland Stanford Junior University.



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WITH OUR BOYS ACROSS THE RIO

Troopers of Brig. Genl. John J. Pershing's expeditionary forces, sent into Mexico in pursuit of Villa, competed in a field day of unusual events to help pass the period of "watchful waiting." The picture shows the shoe race, in which the entrants ran to a box into which they placed their shoes. After these had been mixed by the referee, each man tried to recover his own, put them on and return to the starting point; but in the sorting every contestant was permitted to throw any shoe not his own as far away as he could. The winner was the man who first completed all the details.



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JAPANESE DEFEATS SINGLES TITLE HOLDER

One of the greatest surprises of the tennis season, which was very prolific in form upsets, was the clever victory at Newport of Ichiya Kumagae, the Japanese crack, over William M. Johnson, singles title holder, for the Casino Cup, by a score of 6-1, 9-7, 5-7, 2-6, 9-7. It marked the second time in the history of the American game, a period of thirty-six years, that a foreign player took the premier honor on the Newport courts. Kumagae and R. Norris Williams, 2nd, now stand on the records as defeating the national title holder.

AYE, 'T WAS EVER THUS

Shrilly comes the cry of extra,
And I bend a listening ear;
"Home team's won again, hi, extra!"
'Tis the newsies' cry I hear.
In elation then I hasten,
From my desk into the street;
I must read the news instant
Cries like those to me sound sweet.
There it is in glaring headlines,

"Home team wins and takes the lead."
Eagerly I buy a copy—
Of this victory I must read,
Crash! What's that? Has something
happened?
Aye, the game's gone up in smoke,
For I slipped from off the mattress
Hit the floor—and then awoke.



SARGENT

UP A TREE FOR STEALING

When a certain Mr. Bruin wandered out of the woods near Centralia, Wash., one day, and began stealing potatoes from a truck garden, he made a most serious mistake. A report of his depredations reached the owner of a pack of hunting dogs, and resulted in a chase in which, as the picture shows, the bear tried to escape capture by climbing a tree. He failed, however, and his pelt now graces the home of the owner of the pilfered vegetables.



JACK COOMBS



BOBBY ROTH



PAUL THOMPSON

THE BRIGHTER SIDE OF THE WAR GAME

Sports were the feature of the bright Dominion Day celebration held at the military hospital, Woolwich, England, by convalescent troopers of the Canadian regiments, many of whom were wounded in the Ypres offensive. The picture shows Canadian nurses beating their patients easily in a sprint race.



UNDERWOOD & UNDERWOOD

LITTLE QUEEN OF PONY EXHIBITORS

The proudest of all the exhibitors at the annual Piping Rock Club horse show, at Locust Valley, L. I., was little Miss Constance de Sala Regan, shown with the prizes won by her horses during the event. Her greatest victory was in the class for ponies under fourteen hands, ridden by children under fifteen, in which her horse "Joy," most appropriately named in the circumstances, won first prize, and another of her ponies, "Carlton Quality," received the fourth award. Other ponies owned by the little lady took prizes, as did those entered by her sister, Miss Jean, and her brother, Gordon.



LEE AXWORTHY, KING OF TROTTING STALLIONS
"Two minutes flat," the dream of every owner of a trotting horse, was realized at last at the Syracuse Grand Circuit Meet. Lee Axworthy, world's champion trotting stallion, made that mark. A few days later at Lexington, Ky., he lowered his own record to 1.59 1/4.



THOMPSON

WALDO, WINNER OF "OLD BOYS" TOURNAMENT

C. Gilbert Waldo, of Brooklawn, was the victor in 1916 in the famous annual golf tournament at Apawamis for seniors. His total for the low gross was 167. Mr. Waldo now rejoices in the honor and title of champion senior golfer.



CENTRAL NEWS

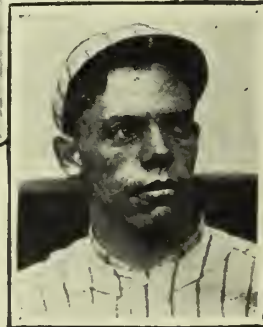
'TIS NOW THE BUSY SEASON FOR MR. REYNARD

Among the most popular and picturesque features of the outdoor life on Long Island, famous in the world of athletics for its sport and sport lovers, fox hunting holds a high place. The season there was opened in style by the Meadowbrook Club, and the picture shows that organization's unusually fine pack of hounds taking up the scent.



John McGraw

MC GRAW A REAL WONDER WORKER



Ferdinand Schupp



INTERNATIONAL FILM SERVICE

SOMETHING NEW IN WATER SPORTS

Pretty Pacific Coast mermaids at Ocean Park, California, just before entering the surf to jollify with the new inflated fish life preservers, a novelty rapidly winning favor among the swimmers of the Pacific Coast resorts.



BEAUTY AT THE PADDLE

Lasell Seminary, at Auburndale, a few miles from Boston, boasts of one of the most skilful canoe crews in the East. The fair paddlers are shown preparing for the canoe races on the Charles River, for which they are favored candidates for high honors.



Harry Coveleskie



Stanley Coveleskie

COVELESKIE BROTHERS ARE BASEBALL RIVALS

It isn't often that one finds two brothers, both pitchers, making good in the same league, and such a case was known only once in the last twenty years in the big show until this year. However, in the American League there is Harry Coveleskie, the veteran who, when with the Phillies, once pitched the Giants out of a pennant, but who to-day is one of the Tigers' most dependable tossers; and Stanley Coveleskie, his "kid" brother, who is winning his share of battles for Lee Fohl's sensational Cleveland Indians. The first time this season that these teams met, Harry learned that he had been selected to twirl against Stanley, and, going to Manager Jennings, refused to work against his brother in the latter's first big-league engagement. Stanley did well, striking out Ty Cobb, but lost in the twelfth inning by a 3-1 score.



SHE SHOTS STRAIGHT

The Far West is extremely proud of petite Mrs. Ada Schilling, of Portland, Ore., formerly star of the Blue Rock Club, of San Jose, Cal., and champion woman trapshooter of the Pacific Coast. Though weighing but ninety-five pounds and but four feet eleven inches in height, she handles man's size rifles almost as tall as herself with a skill which has amazed her male rivals, whom she has defeated with persistent regularity. In the 1915 averages of the Interstate Association for the Encouragement of Trapshooting, she was 113th in a list of 8,707, breaking 2,116 out of 2,443 targets. Mrs. Schilling is teaching her daughters, ten and twelve years of age, but almost as tall as their mother, shooting preparedness.



WALKING ON THE WATER MADE EASY

Despite statements to the contrary, something new does make its appearance occasionally. Here is the hydro-ski, a real novelty, invented by an ingenious Italian. It can be used either for hunting or military purposes, and in this instance is being utilized by a soldier on scout duty.



A KIDDIE CUTS CLEVER CAPERS

A feature of the society horse show at Tuxedo, N. Y. was the showing made by the children of several persons prominent in the smart sets of the East. Little Marian Wickes, pictured taking a jump on Buff, in the children's jumping class, was quite the pet of the show.

WHERE IS THE JUNE OF YESTERDAY?

There was a time when June, of all the months, Was she of whom the poets wrote and raved; Scattering joy, her mission was to cheer, And never was she known to misbehave. Her smile was radiant and warm her breath, Which caused the flowers to nestle at her feet; Those were the days when life seemed at its best, When fans were gay, and baseball was a treat.

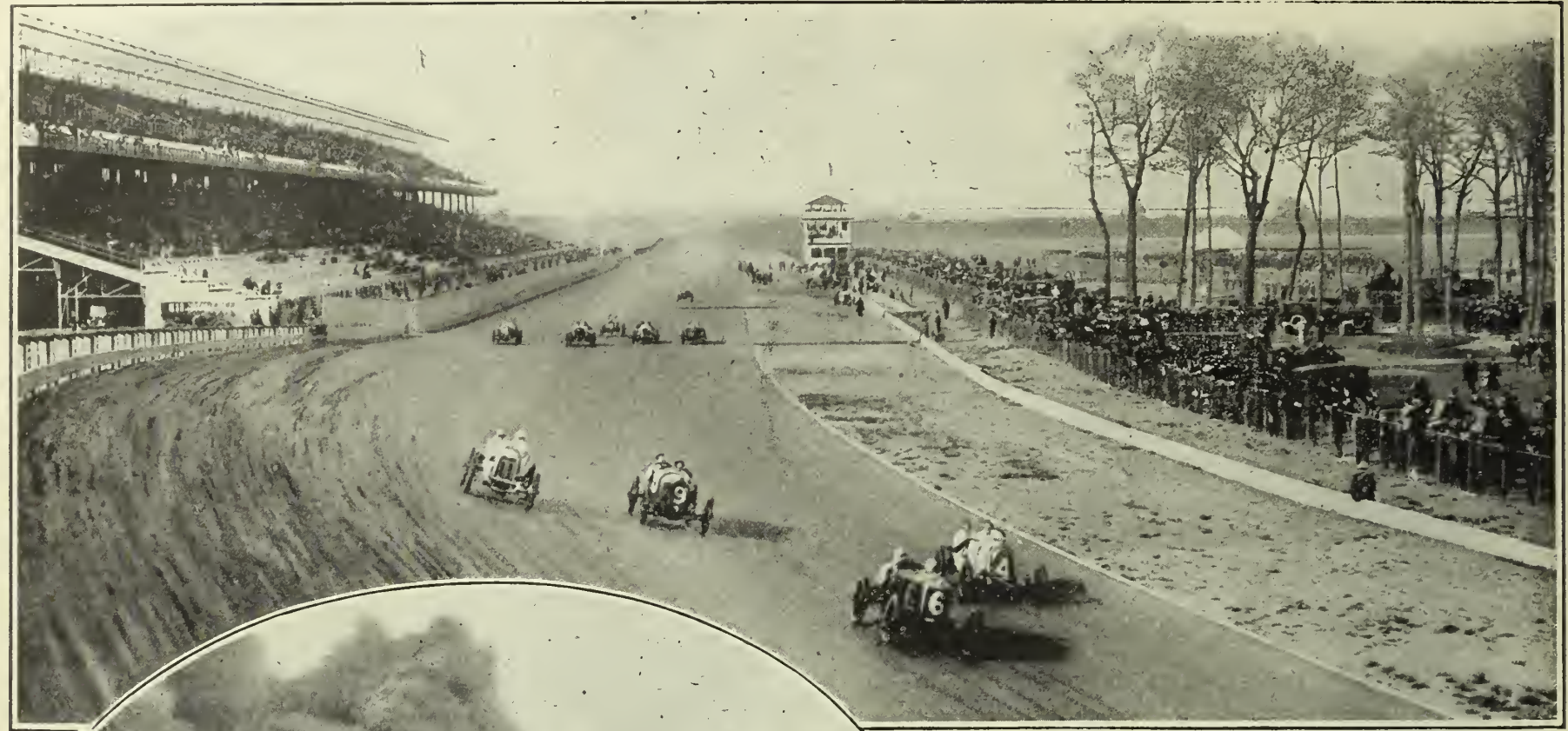
But recently the season's all awry, And June takes on a chill and somber mien; No azure skies and blooms are in her wake, And scarce a ray of sunshine e'er is seen. From out the clouds a constant flow of tears Dampens our joy—aye, saddens all the earth; The soggy diamonds, lonely sentinels stand, Where once were gathered all the hosts of mirth.



A YOUNG HERCULES OF THE MIDDLE WEST

One of the heroes of the annual Western Intercollegiate Athletic Association field and track meet, at Chicago, was Arlie Mucks, of Wisconsin, who hurled the discus 155 feet 2 inches, and bettered the former mark of 140 feet 2 3/4 inches made by Johnny Garrels, of Michigan in 1905.

FAME AND DEATH AT SHEEPSHEAD



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JUST BEFORE LIMBERG'S ACCIDENT

At the Sheepshead Bay (N. Y.) Speedtrack, in May, 1916, this close formation was held, with the ill-fated Limberg in the lead. Rickenbacher, in Number 11, won the race by maintaining a consistent speed and by freedom from tire trouble. Mulford, in Number 9, who had won the previous race of the afternoon, was forced to withdraw after maintaining second and third places for several laps.



SPOONER & WELLS

THE MOST SPECTACULAR ACCIDENT EVER WITNESSED ON A SPEEDWAY

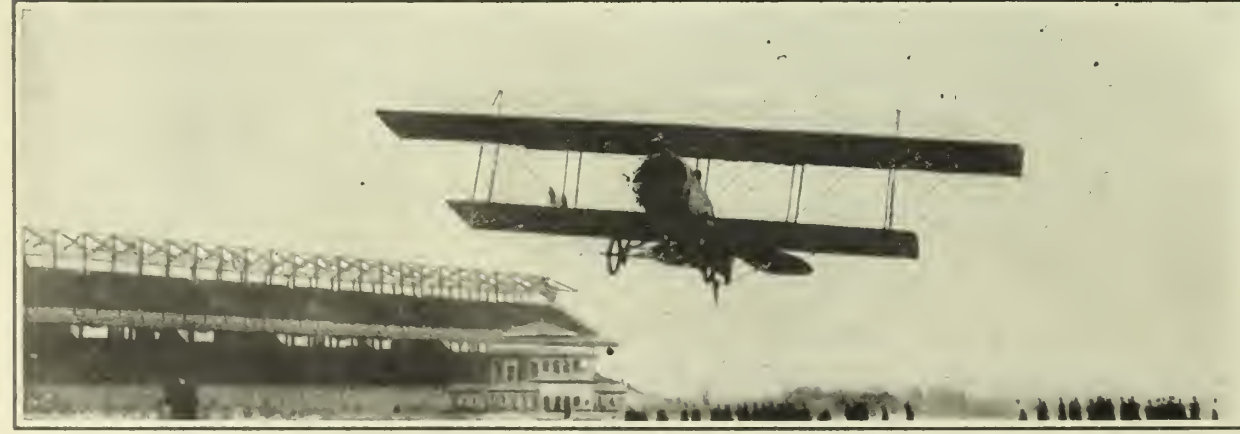
Limberg, in Number 6, while going at 104 miles an hour, when within two feet of the rail at the steeply banked north turn, struck the heavily railed fence with disastrous results. The car shot several feet into the air, turned over, and came down, radiator first, upon the upper edge of the track. The impact broke off the wheels, fenders, motor bonnet and body, and the stripped chassis then rolled down the embankment, where it immediately burst into flame. Limberg and his mechanic were hurled over the retaining wall and instantly killed. This photograph was taken soon after the hand fire-extinguishers were put to work and after the police forced the crowds back. The contestants following were forced to drive through the dense smoke, but fortunately no other accident occurred. The broken portion of the rail which was struck by the unlucky car is shown at the right-hand edge of the smoke.



JAMES H. HARR

READY FOR HER FLIGHT

Miss Katherine Stinson of San Antonio, Texas, gave a marvelous exhibition of flying. Miss Stinson constructed her own plane and employs in it the same motor as that used by Lincoln Beechy when he met his death.



JAMES H. HARR

START OF MISS STINSON'S SENSATIONAL FLIGHT

Miss Stinson controls her machine with an ease and accuracy that is wonderful. After ascending a thousand feet into the air, she can turn, drop suddenly with motor shut off, and then by turning

a complete circle, at one portion of which she flies up-side-down, she loops-the-loop. She drove her machine with the landing wheels within six inches of the ground for several hundred feet.



JAMES H. HARR

A TWENTY-YEAR-OLD MISTRESS OF THE AIR

Although slender and frail-appearing, Miss Stinson possesses nerve and endurance. She was selected by the Canadian Government to train many of the Canadian aviators at her school.



BURKE & ATWELL

SOCIETY WOMEN READY TO GO TO WAR

Lake Forest, the fashionable Chicago suburb, held a country fair for charity in 1916—the 17th annual event of its kind—in which all the prominent people took part. Among the attractions was a Red Cross booth which was in charge of society women who had volunteered for service in case of war and who had taken training. This group of five includes, front row, left to right: Mrs. Robert Hotz (in chair), Miss Lolita Armour, Miss Helen Farwell; standing, in rear: Miss Emma Carry, Mrs. Philip Doane.



GEYER

"BICYCLE BISHOP" OF DAKOTA

Rev. W. B. Cowgill, a Presbyterian minister, has a circuit in McKenzie County, N. D., that requires much traveling and during the four years of his pastorate he has made more than 15,000 miles on his bicycle—hence the name by which he is generally known. He can preach in English, German and Norwegian and has congregations of all three nationalities.



PAUL THOMPSON

GIVEN A DIFFICULT POSITION

The President has appointed Abram I. Elkus of New York City to be Ambassador to Turkey, to succeed Henry Morgenthau, who resigned to take part in the campaign for Mr. Wilson's reelection. Mr. Elkus, who is a Jew, is a leader of the New York bar. He has held many positions of public trust. The position to which he has been appointed is a difficult one, the many problems of the war having greatly complicated the affairs of an embassy that was always full of trouble.



HANDLES THE PRESIDENTIAL SPECIAL

W. A. Kizziah, of Spencer, N. C., has been a railroad engineer for 32 years and has a perfect record. He has for more than 10 years been at the throttle of the New York and New Orleans Limited. When the President of the United States passes over the road on which he is employed, Engineer Kizziah is always selected to handle the presidential train.



WEINER

THEY SAVED THE "HECTOR'S" CREW

Captain Torveld Nelsen of the tug *Wellington* and his two daughters, Miss Annie (to the left) and Miss Johanna. The *Wellington* took off 121 members of the crew of the U. S. collier *Hector* when that craft went aground off Cape Romain, near Charleston, in a terrific storm. The rescue was attended with great difficulties and some of the men were hurt. The Misses Nelsen were on the tug and worked all night caring for the injured. After an experience more thrilling than usually falls to the lot of seafaring ladies they reached Charleston in safety. The Nelsen family lives in Jacksonville, Fla.



GILMORE

PIONEERS WHO CLEARED THE TEXAS FRONTIER

In Llano County, Tex., are 12 men who were among the pioneers of that section, and took part in many desperate fights with Indians. Recently C. E. Shults, a banker of Llano, got the twelve together and they were photographed.

They are, left to right, standing: George T. Walker, J. T. Simpson, J. R. Moss, H. A. Coggins, M. B. Clendenin; seated: T. C. Masters, J. C. Leverett, Gabe Shoat, C. E. Shults, Riley Gregg, L. Sullivan, Carter Miller, John Longbottom.



NEBRASKA'S GREAT TRACTOR SHOW

Fifty thousand people gathered in one day to see the farm tractors exhibited at the annual tractor show near Omaha, Nebraska. More than 6,000 automobiles were parked on the grounds. Our picture shows an interested crowd examining the Henry Ford & Son tractor which, though not yet perfected, attracted more attention than all the others. Which shows the power of advertising.



LAND LUBBERS GO TO SEA

In pursuance of the volunteer idea of preparedness a month's training for landsmen who would want to serve their country on the sea in case of war, was authorized by the Navy Department. It is an adaptation of the now famous Plattsburg idea to naval conditions. More than 2,000 young men undertook the training. Nine battleships were authorized to receive them on board, of which three sailed from New York in August, 1916. Among the "rookies" were Junius Spencer Morgan, Oliver Iselin, W. O'D. Iselin and William G. McAdoo, Jr.



NEW WAY TO CROSS NIAGARA

An aerial cable car has been installed across the whirlpool rapids below Niagara Falls, and a regular passenger service is now being maintained. The appearance of the car is well shown in the photograph.



MR. HUGHES PLEASED WITH BUTTE

On his trans-continental speaking tour Charles E. Hughes stopped at Butte, Mont., long enough to visit a copper mine 2,800 feet below the earth's surface. In his address at Butte he said, among other things: "Because of Columbus we have a punitive expedition to catch Villa and to punish him. Called 'punitive,' it did not punish anybody but ourselves. It did not secure any reparation. The expedition went as far as the Mexicans thought proper to have it go and then walked back."



STRANGE WRECK OF A DOUBLE-HEADER TRAIN

A double-header passenger train ran into an open switch at Borus, Mont., while making over 50 miles an hour, and was wrecked. Engineer Baker, of the first locomotive, was killed and the two locomotives were completely demolished. Our photograph shows one of them. The other was thrown down the embankment. The baggage car of the train was thrust up over the boiler of one locomotive. Several of the coaches remained on the track and were picked up by a relief engine and drawn away without the help of a wrecking crew.



★ Copyright, 1918, by Leslie's,

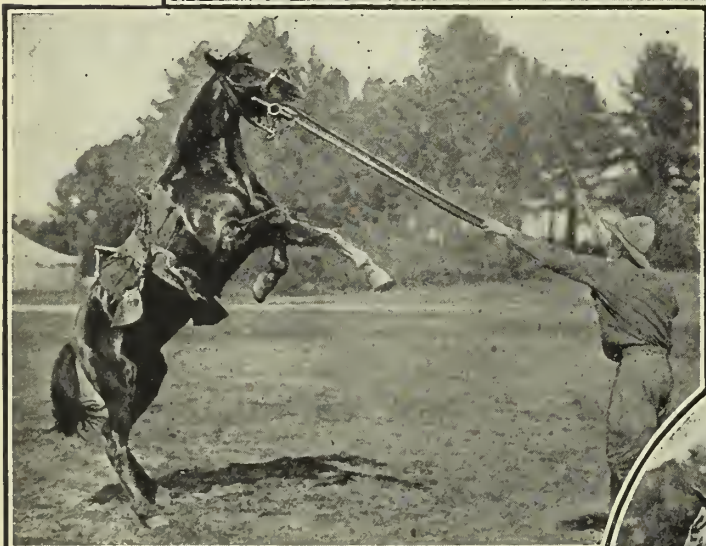
Drawn for LESLIE'S at the Front by C. LEROY BALDRIDGE

C. Leroy Baldridge France/17



Boots and Saddles at Camp Hancock

Photographs by JAMES H. HARE
Staff War Photographer



Horses have to be trained in these camps to meet every sort of emergency. They must be accustomed to strange noises, to music and the sound of guns, to masses of men, dark nights and silence—one of the hardest lessons.



The routine at Camp Hancock near Augusta, Ga., is much harder work for the men than for the horses. The horses have as a rule, only a two-hour drill in the morning, and in the afternoon they can go it loose in the corral until about four, when they are led into the stables and fed.



A soldier has to understand his horse as he would a person, especially in wartime when much strain is put upon the horse. Though a soldier can fight for hours without food, a horse must have time to eat oats and hay.

In open fighting the cavalry is used in battle to break a line and turn the enemy's retreat into rout, or to go ahead of the main army and keep the enemy at a distance.



Notice the man in the cloud of dust crouched under the horse's hoof with a slight chance that it won't kick him. But this training produces a most valuable branch of the service. In Mexico last year, one cavalry troop marched 17 hours over 55 miles and captured a force of Villa's bandits.



It was estimated early in the war that about one-quarter of the entire number of horses engaged in a campaign would have to be replaced every three months, and at this rate at the end of the war Russia will alone be supplied with them. But hospitals take such good care of them now, that they have been returned to the front for use after having had ten bullets in them.

LAUGHING AROUND THE WORLD

WITH HOMER CROY

CURIOUS THINGS ABOUT CHINESE CLOTHES AND CUSTOMS

EVEN though I came to China knowing that they did things backward, there are some customs here that I just can't get used to. One is seeing women wearing trousers. There are more women wearing trousers in China than there are people in the United States—men, women and children. I suppose that there is no reason why things shouldn't be thus, but it will always seem to me that the pants are on the wrong side of the house.

The women look like clothes-pins. Their bodies are the same size all the way down and their feet are so tiny that they go bobbing along for all the world like jointed clothes-pins. The women shave their foreheads, with the timber line almost at the top of their heads, so that the little patch of face below looks as if it were trembling under threat of an impending snowslide. Their hair is pulled and keyed back as though for musical purposes. At the back of the head a Chinese woman wears a cushion of false hair, so dressed as to show her rank, so that a person skilled in the language of the hair can read her history, can tell her present plans and her future ambitions. A person up on hair can tell at a glance whether or not she is married, if so how many children she has, and if a widow if she is willing to open correspondence with a desirable party of about forty-five, object matrimony.

In this cushion a Chinese woman carries her head scratcher. Her hair dressing is a preparation made of slippery elm. The person needing it can run out to the corner and wait until the carpenter takes a plane and shaves off a few curls. This the Chinese lady steps into a thick, gummy smear, pours it on her head and uses it to stiffen her hair. This layer makes the top of her head hot, so that every odd moment when she hasn't anything else to do she gets down under the mess and lets in some air with a darning needle. Her favorite time for doing this is at the theatre: when the performance begins to drag, she gets out her darning needle and improves the shining hour by making a rift in the roof as she looks around over the audience, lightly gossiping about who are there, what they are wearing and how awful they look.

THE SKIRTED MEN

Naturally, then, as might be expected, the men wear skirts. Their skirts are in a garment that reaches from their shoulders to their shins and looks like a nightgown worn by a Cape Cod deacon. It has a tasty slit up each side, so that on muddy crossings the twinkle of masculine ankles may be seen. When they want to catch a car they have to gather up their skirts in the good old-fashioned feminine way. Under their skirts they wear a pair of drawers, fastened at the ankles with a bandage, with the ends tucked in. When a Chinaman has an important letter or note to carry he unties the leg of his drawers, stuffs it in and puts the bandage back. The bandage works loose so that when he reaches his destination the note is usually gone.

The only pockets a Chinaman has are in his shirt waist, which he wears under his skirt, so that when he wants to get a coin he has to unbutton one side and slip in a hand. Even though a Chinaman wears skirts he has not yet learned about the "First National Bank."

The Chinese are a great nation to think of the handy little things—things that no other people in the world

could possibly think of. You can run out onto the street almost any time and buy an ear tickler. Men make a living going around selling them. An ear tickler is a little puff of cotton on the end of a stick and is meant to combine both business and pleasure—the business of cleaning the ear and the pleasure of the tickling sensation.

His is not an easy life, for the peddler has to be constantly on the watch against tricky people who come up, sample his ticklers, give their ears a couple of good tingles, tell the man that they don't like his brand of tickler and go on their way. His ingenuity has developed a way of polishing up the tickler so that the next possible purchaser may not know that the tickler has been weighed and found wanting, by carrying along a little bowl of white powder. After a tickler has been



A CHINESE SAWMILL

The lumber industry in China is not flourishing but it gives employment to many men. This outfit can make two boards every three days.

can hardly turn around without coming across something that he can't believe, even when he is looking at it. You can't be in the land of the dragon very long without being impressed by the fact that the Chinese can sleep any time and any place. They haven't any nerves; the more noise the better. They can lie down any place—absolutely—and go to sleep. As narrow as the streets are—as true as I'm here, two people can't walk down them arm in arm—a merchant will lie down in the doorway, with one foot in the traffic and drift off on a billowy cloud of happiness while his wife keeps shop.

One day in walking along a country road, from one village to another, I saw a water buffalo taking his way across a field with some queer load on its back. I knew that the buffalo was returning from its work of dragging a wooden plow with one handle through the rice field all day, but why it should have such a queer-looking load on its back was more than I could understand. The load looked as if it might be a quilt rolled up and tied on, but when I got up close I was astonished to find that it was a man asleep. Returning from work, he was taking a nap so that when he reached home he would be refreshed and of sweet temper. In China the tired business man, returning cross and snappy, is unheard of—unless his buffalo shies.

THE CHINESE FACE

Whether he is a tired business man or a member of the President's imperial council, there is one thing that causes a Chinaman more trouble, in sickness and in health, in poverty and in wealth, than all the rest of his possessions together. And that is his face! In China a man's "face" isn't that part of him that we usually think of as being one's fate or his fortune; it isn't

anything that you can put your hands on. It's what the world thinks of him, or what he can deceive the world into believing.

In America we haven't anything like the Chinese face; the nearest approach to it that we have is a front. We try to present a front, but a Chinese looks after his face. However, his face demands lots more of attention than our front. He has it always before him.

If you leave a dollar on your dressing table, your room boy wouldn't steal it for anything; he would lose face if he did, but when your back is turned he will exchange it for a counterfeit. He can do this and still keep his face. If you miss something about your room and know positively that your boy stole it and accuse him, he will deny it as long as he has breath. Under a slow fire and salt he would still deny that he had taken it; to admit that he had stolen your knife would be to lose face. But after accusing him, if you will let it go for a day or two, the knife will mysteriously return, or you will find it under a handkerchief on your dresser. You know that he has returned it and he knows that you know, but his face has been saved and as a result he is light-hearted and happy.

When you are out shopping a crowd packs around you to see what you are buying and what you are paying. They are more interested in that than anything: they want to see how skilful a merchant he is by finding out how much he is getting out of you. When there is a crowd around he sticks to his exorbitant price through thick and thin, even when he has no hope of getting it, for if he came down before the crowd he would lose face. After you have gone home he will come around and meekly take what you offered him.



WILD EXCITEMENT IN CANTON

Watching a street procession is about the most exciting thing that a Chinaman can imagine. Processions are framed up on every possible occasion and sometimes they are many blocks long.



THE BARBER COMES TO YOU

China is innocent of barber shops though it has plenty of barbers. They go about the streets looking for customers, and will shave one anywhere.

sampled and declined he dabs the end into the bowl and it is bright and fresh looking as if it were new. If you went to buy one you couldn't tell for the life of you but that it was a new one—until you had used it a time or two.

PRIDE OF POLITENESS

A Chinaman prides himself on his politeness more than on anything else. So when he meets you he shakes his own hand. When he goes to leave you he folds his hands across his breast and makes three bows. Some places in China it is considered polite, when you are invited to a friend's house, to throw the chicken bones on the floor. As you are having dinner and chatting about the rice crop it is proper form, when you get through with a drumstick, to toss it on the floor and to go on with the conversation. The host takes this as a compliment, for it shows that you know that he has servants enough to clean the things off the floor. If you put the bones on the plate it reflects on the number of servants that he can afford to keep.

China keeps a person gasping. One

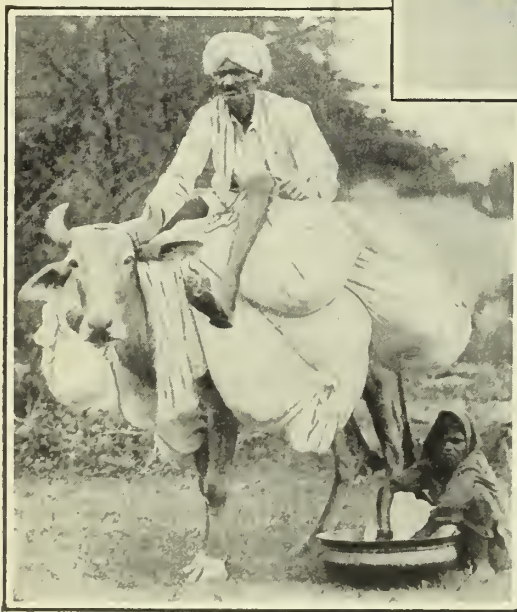
THE ODD IDEAS AND CUSTOMS OF THE HINDUS

AS soon as I got to India I hired a valet. It sounds mighty big—until you know what you have to pay a "boy" in India. A servant is called a "boy" even though he has whiskers and grandchildren. He said that his name was Thumb Ramalingum, or words to that effect. I couldn't remember the last consignment, so I called him Thumb, and for days I longed to ask if there was a Finger in his family. He wore a skirt, and a sheet twisted around his head. He was to be my waiter, for in India you have to furnish your own table boy; when you go to spend a day or two with a friend you always take your own boy along to wait on you. My boy was to mend my clothes, black my shoes, get my bathwater ready and hold my shirt; the way he talked I wasn't to do anything except open my mail, put my feet on the table and enjoy life. But I soon found out that his idea and mine differed quite widely as to what enjoyment of life was.

A few minutes before the first meal he suddenly appeared, a bit flushed, and explained that he was of too high caste to wait on table. I tried to show him that it was an honor to be a good and efficient table waiter, but he wouldn't budge a step—he'd rather starve than wait on table. So I had to look around and hustle up another boy to do that part of the work. Every time I wanted him to do anything it was against his caste; his caste seemed to have a special enmity toward all work. When I wanted him to carry my bags he begged leave to be excused as his caste didn't allow him to do such menial work, and when I gave him my shoes to be blacked he looked at me in horror; it was expressly against his caste to touch leather—a product of the sacred cow.

A DOLEFUL SERVANT DISCHARGED

As he busied himself at such hard work around my room at the Y. M. C. A. as straightening the papers on my desk, putting hangers in my coats and collecting all the collar buttons in one



WASHDAY IN THE ORIENT

Hindu laundryman taking bundles of clothes to the river where he will wash the garments by pounding them over a stone.

drawer, he would tell me about a dear son that he had just lost and would I please give him something extra. A few annas served wonderfully to bring him out of sorrow. The oftener I gave, the oftener tragedy came into his family until pretty soon he was losing a son a day. Just as sure as he did any little thing for me he was sure to tell me of some unexpected grief that had befallen him and ask me if I couldn't help him bear it. Every time he held a shirt for me he told me about a son that had been suddenly stricken and would I please be so kind as to give him an extra rupee, and every time he shook out a sock for me I knew that a daughter had gone to her reward. Day after day his family held out; always just

as I began to think that he had run out of sons he would come to me with the sad news that another pride of his life had been snatched from him.

One day when I told him to pick the hairs out of my brush, he looked at me sadly, and then began to tell me about a nephew that had suddenly departed this flesh and would I be so kind as to give half a rupee to the grief-stricken father and the other half to the inconsolable uncle. That was more than I could stand and on the spot I told him that he was discharged, fired, and to get out of my sight as fast as he could.

"Thank you, sahib, thank you," said Thumb with a profound salute.

I told him that he needn't thank me for firing him, but he only bowed his head and thanked me more profusely than ever. His gratitude was as pronounced as if I had given him a rupee.

"Will you give me a recommendation kindly for the good boy I have been, sahib?"

After what a poor servant he had been that was the last straw. It would be underhanded to foist him off on somebody else—and then suddenly I



THE BOLD HUNSMEN OF INDIA

Starting out on a leopard hunt and taking along a tame "cheetah" to decoy the game. This sport is sometimes attended with exciting incidents.

saw a way out. "Yes," I agreed enthusiastically, and then I wrote for him:

The bearer of this note with the unpronounceable name has been in my employ for two weeks. During this time I have aged perceptibly. He is a servant of caste, but he never lets work interfere with his caste. When he came to me he was a man of family, but at the rate which his family has been depleted I doubt if he has left more than enough children to last out a week. You will find him especially good at getting your shirt studs in backward and at pulling off the tips of your shoe strings.

Thumb, who made pretense of being an English scholar, read the recommendation carefully; but his mastery of words was such that he could not quite follow the meaning.

"Thank you, sahib, thank you," he said, too proud to admit that it was not clear to him. "It will be of great help to me."

"And to the other fellow, too," I said as he salaamed, and passed out of my life.

HINDU MUSIC

I had thought China was a queer place and that the Chinese had queer customs, but China can't entertain on the same afternoon with India. If some one had told me about their manners and customs before I got to India, I would have laughed courteously and set him down in my little book. There are some things that a Hindu will do and some that he will not do; work is placed prominently on the latter list. One thing that a Hindu will not do is to play on a flute. He would rather go to the flogging post than dash off a selection on a flute. But he will play a stringed instrument, called a vina, similar to the instrument played by Saul in the tent of David. This instrument looks as if it had originally been intended for a carpet stretcher, but had fallen into the hands of a musically inclined person who had borrowed a couple of



TYPICAL HINDU BEAUTY

The belles of India wear rather scanty shirt-waists and display bare feet with rings on their toes. An ornament is always worn in the left side of the nose.

piano wires and was determined to lower rents. After hearing an able-bodied Hindu pick on an instrument of this kind one can't help wishing that they would put it in the same class with the flute. A Hindu's idea of music is to make all the noise he can. He doesn't care anything about rhyme or rhythm; all his energy is expended in volume. Hindu musicians are all large, splendidly muscled fellows who play as if they were going to gymnasium regularly. When one hears them playing on a vina one can't help wondering how Saul ever came to make such an impression on David.

CURIOSITIES OF ETIQUETTE

You can never tell what is manners and what isn't in India. When a woman wants to be very polite to a man she turns her back on him; it flatters any Hindu man to have a pretty woman plainly and ostentatiously turn her back on him. Between husband and wife there is a queer system of etiquette. Whatever happens, a Hindu wife must never mention her husband by name. When she goes to call on her neighbor, lightly chatting the afternoon through, comparing notes on the latest nose-rings and the best way to stain the fingers with the fashionable henna, she must never let the conversation swing around so that she will have to mention her husband. If she should go so far as to forget herself and mention her lord and master to her shocked companion, her hostess would soon yawn and explain that she had to go and put the bread in. However, she can talk about her children all she wants to; there is nothing in the Hindu etiquette book against that. She can tell what a funny thing Jamji said the other night at the supper table, how much he helps her around the house and delicately hint how much brighter he is than the other children in the neighborhood, but she must never under any circumstances mention his father.

Even stricter social rules govern the men. One Hindu man must never ask another Hindu man how his wife is getting along. That would brand the man as not having the slightest idea what drawing-room usage was. All the men at the club would shun him; no one would dare to ask him to come over to the table and have a grape-juice for fear right before everybody he might ask how his wife was.

CALLERS WHO STAYED LONG

When a Hindu goes to call it is not good manners to leave until the host gets up and tells him to go. While calling on some American missionary friends in a small interior town, they were telling me how they came to find this out to their sorrow. They had just arrived and didn't know about this but found out after the blunder had been committed.

WHERE THE STREET CAR CONDUCTORS WEAR EARRINGS



A QUARTER CENT PER HEAD PER TRIP

Transportation of all kinds is cheap in India. These boys are squandering a quarter of a cent apiece for this thrill. It almost seems as though the donkey could spare some of his equipment to outfit his master a little more completely.

THE first thing I wanted to see in India was the Black Hole of Calcutta. I could hardly wait to see the famous prison in which, in 1756, 133 people were suffocated in a single night. One hundred and fifty-six British prisoners, captured by the natives, were cast into a room 18 feet square, and the following morning only 23 of them were living.

Without waiting to unpack my trunk I hurried to the spot, but I was sadly disappointed, for all there was there was a monument with a chain around it. I felt cheated; in America we would have given the visitor something for his money. We would have preserved the prison with its two small windows, and put a showcase in the corner with samples of the nails and a rusty hinge. The restored prison would have been filled with wax figures, their coats noticeably dusty and lunched at the collar, and outside would have been a lineal descendant of one of the survivors selling post-card views and a History of the Hole for a quarter.

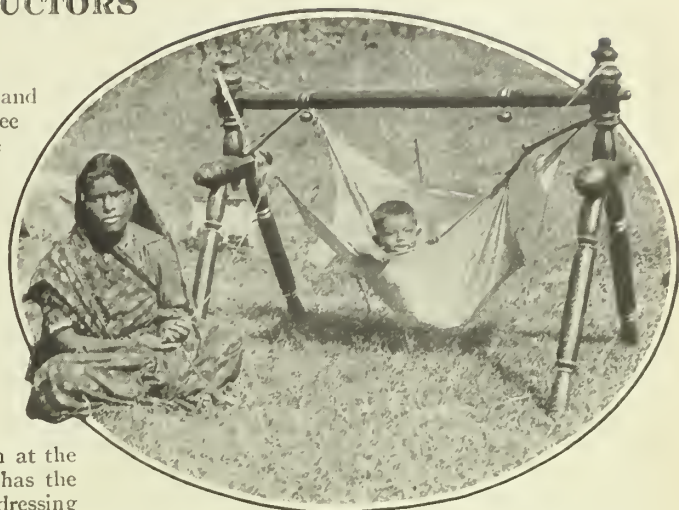
I got on the night express at Calcutta to go to Bombay, which is about as far as from New York to Kansas City, and just as the train started I learned something. They don't have one long car, but a lot of little compartments with doors that open out on the side so that when you get to your station you can twist the knob and step out on the platform. Between stations they keep the door locked so that you can't absently open it and step into the surrounding country. I kept waiting for the porter to come to make up my berth, but station after station went by, and no porter showed up. Another man in the compartment explained that they do not have porters on the trains in India; out there everybody carries his own servant. It dawned on me, first, that I would have to make my own bed, and, second, that I didn't have any bed to make. Everybody in India carries his own sheets and blankets. So I spent the night stretched out on a leather seat, with the crook of my arm for a pillow, and handkerchiefs spread at advantageous points up and down the line.

I love to get on a street car in Bombay and ride, just to see the conductor. He wears his turban wrapped around his head and his skirt coiled around his waist, and when he comes down the aisle to collect your fare, his brown knees pop in and out from under his skirt as if it were some kind of game. A Hindu street car conductor doesn't worry much about the rags situated here and there that make up his clothes; his efforts are concentrated on getting a big pair of earrings. It is wonderful what success they have; some of the rings look as if they had been cast for the navy. Their earrings are not little bobs that hang from the lower part of the ear, but are hoops fastened in the top part. The right ear is the favorite; on this they hang the greater part of their silverware.

The policemen wear little round caps and carry umbrellas. On any corner you may see the round cap riding high and dry, while the representative of the law majestically commands the crowd with an umbrella.

But there is no better weapon than an English umbrella. The rod is made of wood, after the general pattern of a hoisting derrick, and a person with a fair swing could knock an enemy into the middle of the summer solstice. No man armed with an English umbrella need worry, unless the enemy has light artillery. Instead of neatly wrapping the cover up tight, as we do, they let it sprangle loose, gathering the ribs in at the top with a rubber band, so that the umbrella has the appearance of an actress dashing into the next dressing room for a pin.

India is a great jewelry-bearing country. When it comes to scattering it around, the women favor their ears first, and their wrists second. They wear bracelets clear



HINDU DOMESTIC ENGINEERING

The motive power of this native cradle is the string which the mother holds and pulls back and forth until the baby is rocked to sleep or gets sun-struck.



DRESS-MAKING IS A MAN'S JOB

In India the men do the sewing, but there isn't as much of that to do as there might be. The jewelers are still hard at work long after the tailors have closed shop.

up to their elbows until they look like a cane rack at Old Home Week. The Hindus are afraid to put their money in the bank so they buy jewelry and string it on their wives. A Hindu can't lift his head and look the world in the eye, if his wife, coming down the sidewalk, doesn't rattle like a milk wagon. Every time she puts up her hand to do her hair, it sounds as if the next number on the program were a muscle dance.

Toes are a favorite place with the Hindus for jewelry. The big toe is certain of a silver ring, and if the pocketbook

holds out the envious smaller ones are sure to be remembered. Some of the toe-rings have tiny little bells so that when a woman walks it sounds as if the cows were in the corn on the far forty.

The women of India don't go in very much for dressing. Jewelry is about all they wear—and they wear that at inconspicuous points. They seem to take a personal pride in seeing how much money they can save their husbands on clothes; and their husbands see with how much jewelry they can surprise their wives. The Mohammedan women are very careful to keep their faces covered up; it never occurs to them that other parts might need protection as well. The women wear a waist with sleeves that comes just below the collar-bone. They have great confidence in the waist, for they feel that they don't need anything else until they get to the skirt. The skirt is far removed from the collar-bone.

Four things in India are held sacred: cows, crows, snakes and monkeys. How they came to select these, above all others, to put on the sacred list, is more than anyone knows. You would have to hunt a long time to find anything homelier than a sacred cow. The sacred cows are of a soiled white, and they have long drooping jackrabbit ears and camel's humps on their necks just where the collar button would come. They look about as sacred as a cornsheller.

These cows wander up and down the street and when they come to a grocery store they calmly begin eating the vegetables on display; the grocer cannot drive them away for they are sacred—all he can do is to stand there with a plaintive, pleading expression in his eyes and hope that the cow is not feeling well. From one grocery store to another they take the middle of the sidewalk. They won't turn out under any consideration—they've got to have the middle of the sidewalk. It takes the last remnant of my gentlemanly instincts to step out into the gutter

to let a cow pass. I just itch to get my hands on a club—if I could, there'd be an awful concussion on about the fourth sacred floating rib.

Ponder over it as I may, I have never been able to figure out why anybody, who hasn't been out in the sun too much, should pick a crow to hold sacred. One would think that if they were going to pick any bird to hold sacred they would select a beautiful one, for India has hundreds of beautiful birds—and by no wild leap of the imagination could a crow be called pretty. I thought our American crows were homely, but they are beautiful alongside the Bombay crows. The Bombay crows are the dirtiest, greasiest, most dilapidated-looking birds I ever saw in my life. They take full advantage of their sacredness: they will swoop down and pull vegetables out of a basket a person is carrying, and will come hopping in and drag things off the table—especially things that will spot the carpet.



THE HINDU HUSBAND IS AN OBJECT OF PITY ON WASH DAY

"The poor benighted Hindu; for clothes he makes his skin do," all of which is fortunate for the head of the house, for on wash day, when the whole city convenes at the public washing-place, he is very likely to be obliged to do the scrubbing as well as turn the wringer, only there isn't any wringer.

GETTING ACCUSTOMED TO TOPSY-TURVY JAPAN

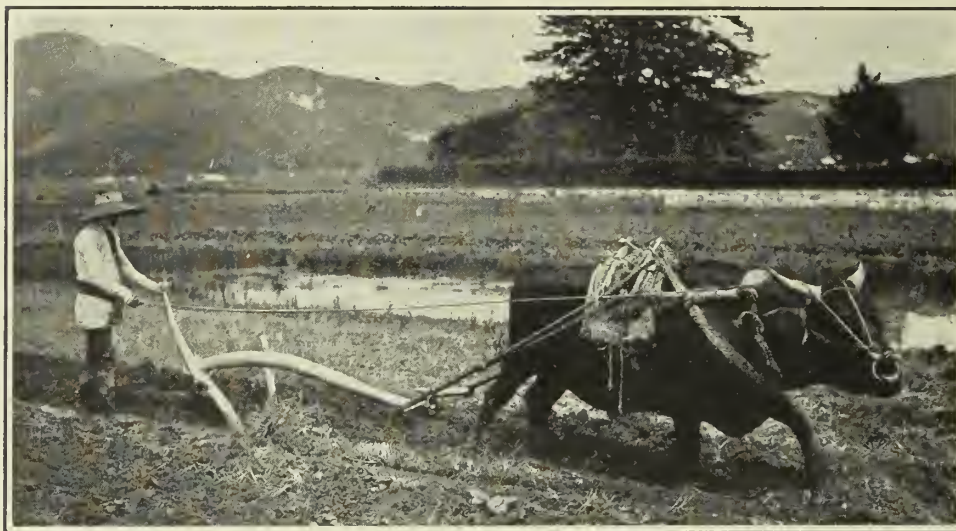
I JUST can't get used to how turned around, upside down, inside out, topsy-turvy things are in Japan. A Japanese carpenter draws the plane toward himself and a blacksmith sits down to work. A Japanese blacksmith never knows the joys of getting tickets to the circus, for he hasn't any place for the advance man to paste up his three-sheets. The whole front of a Japanese blacksmith shop is open with other buildings jammed up so close on each side that the circus man couldn't get a poster in. A Japanese book begins on our last page and finishes on our first paragraph. And their sentences begin at the top of the page and read down, like long columns of figures. They wear white to funerals and judge poetry by the beauty of the handwriting.

Japanese houses haven't any chimneys, so that you may see a whole plateau of houses with not a single curl of smoke as far as the eye can reach. The Japanese cooking is done outside the house in a little charcoal stove. They have no stoves to keep themselves warm—only little *hibachis*—gallon jars with charcoal in them covered with fine ashes. There isn't enough heat in one to singe a miller, and whenever they get too cold they take a warm bath. Bathing is a sacred rite. Whenever they have a spare moment they run and take a bath. When business is dull they hurry to a public bath-house and jump in; if they miss one train they take a bath while waiting for the next. They take them hot—steaming, sizzling hot. And the strange thing is they don't do the bathing in the tub; they have little foot baths about the size of crocks that they use for washing themselves and when they are thoroughly clean they climb into the tub. If you should get into the tub first the proprietor would break into tears and tell you that you were bankrupting him, for the same water is used all evening no difference how many guests the hotel has. After soaking a while they crawl out, steaming all over, gently blot themselves, get into kimonos and sit around bare-ankled. One would think that before the evening was over a fleet-footed runner would have to be dispatched for medical assistance, but instead of that they never catch cold.

When I got here and was invited into a Japanese home, I found that they haven't any chairs; in fact, there isn't a stick of furniture a foot high in a Japanese house. You have to sit on—the floor. A person of my build was never meant for sitting on the floor. When I got down on the floor and try to draw up to a Japanese table, my feet are so in the way that I can't get up to where there is anything doing. The waitress has to walk around my feet to bring me the viands. By the time the meal is over she is pretty well fagged out. When the Japanese sit down to a repast they do not sit tailor-fashion with their legs crossed in front of them—instead they sit down on their feet with their toes turned back, pointing in the opposite direction from the way the person is looking. When I sit down on my feet, with my knees going in one direction and my toes in another, it binds my legs so that in a few minutes my feet drop off to sleep. At the end of every course I have to get up and arouse them.

FLOORS ARE SOFT

One thing to be thankful for is that the floors are not boards covered with carpets, as they are in our country; in Japan they are covered with matting three inches thick, and when you sit down you are given a cushion and a padded two-legged milk-stool on which you are supposed to lean gracefully with one elbow, while you use the chopsticks with the free hand—and they are sure to serve soft-fried eggs. I never knew, until I tried to eat a soft-fried egg with a couple of knitting-needles, why the



AGRICULTURAL METHODS ARE PRIMITIVE AND PAINSTAKING

A wooden plow and a buffalo equip a Japanese farm, most of the work being done by man power. Whole fields of rice are transplanted by hand. Imagine a North Dakota farmer setting out his wheat field one plant at a time!

Japanese invited Americans out to dine with them. Now I understand why they preferred having me to dinner to attending a comedy at the Imperial Theater.

I assert, without fear of successful contradiction, that no white person will ever be able to eat a soft-fried egg with ease and grace while lightly chatting with his Japanese host—he can not help worrying about his chin and wondering if the kimono will wash.

A Japanese house hasn't a single window. And it's only the most stylish of them that have a pane of glass. A person who has a pane of glass somewhere in his house sets the social pace in that neighborhood. Instead of glass they have paper pasted on sliding frames, and through the paper the light filters. Naturally one wonders how they keep the rain out; this is little trouble, for outside the paper walls are a series of

wooden doors which also slide back and forth.

When time comes to retire, you look around

for the bed, but there isn't one in sight. It is rolled up in a drawer, and the Japanese wouldn't know a bedstead from a quilting-frame. Millions of people in Japan have grown to manhood, voted, paid taxes and gone to their reward without ever having clapped eyes on an American bedstead. To make the bed ready the servant opens the drawer and unrolls the quilts on the floor, putting a tomato-can-looking thing under one end for a pillow. Then she shuts all the paper windows and pulls to all the wooden slides so that not a breath of air can get in and the bed is ready. Money in the palm wouldn't persuade a Japanese to sleep with the window open.

Their theory is that during the day the air becomes full of dust and germs so that if you keep your windows sealed during the night none of the germs can get in; on arising

they pull open the windows, letting in the fresh air; by this time the germs have settled so that the air is pure. But when they get up in the morning their mouths feel as if somebody had just swept up.

NOTHING BUT BLOSSOMS

Japan is famous for its cherry blossoms. Each year thousands of people come over just to see them, and it is well that its fame rests on the blossoms and not on the fruit, for the trees don't have any cherries. The trees spend all their energies in blossoms so that there isn't any fruit except a stone and a shriveled skin. When a Japanese wishes to be particularly nice to you when you are having dinner at his house he brings out salted cherry blossoms for you.

The Jap is always polite, but once in a while he slips from grace—and when he does he is up against it, for there are no swear words in the Japanese language. When a Japanese meets you he bows three times and takes off his hat, but does not shake hands. When he greets you his first concern is about your ancestors and next about your stomach. It would be almost an open insult for one Japanese to meet another without asking him how his stomach fared. On the third bow he asks, "This morning, how is it with your honorable insides?" As you come up on your third bow you answer to the effect that the place mentioned is doing as well as could be expected and in turn ask him what news he has had from the front. Then he lifts his hat again and says, "Your delightful head this morning, I hope it have no commotion." When you tell him that you are pleased to report that it feels well this morning, he asks about a few generations of honorable ancestors and then you are free to take up the weather.

Even though they are elaborately polite, once in a while one Japanese will get mad at another. Their anger kindles slowly at first, finally fanning into a blaze that knows no staying. But even though there is a torrent of emotion seething in his soul there are no words to give it vent; it keeps surging harder and harder until he throws aside all restraint and gives up all idea of decency by putting into one phrase all his bitterness and snapping squarely into the other man's astonished face the worst thing that can be said in the whole language, "Your stomach is not on straight!" This is the final insult; nothing more can be added—he has cast the glove. There is nothing left for him to do but to give his enemy a cutting look, turn on his heel and haughtily *clap-clap* away on his wooden shoes.

NEVER SAW GLOVES

Japanese women never wear gloves. Thousands upon thousands of Nippon natives have never seen a pair of gloves. One day as an American girl and I were walking through a small village some distance from Tokio we were at a loss to understand why such a large crowd gathered around us on the street. In a small town an American always gathers a crowd, but this crowd was particularly thick and excited—and when the Japanese do any looking they want to do it up close. The natives kept looking at my partner, pointing and jabbering away, wildly excited. The crowd kept getting tighter and tighter, while with our hands on our noses we kept trying to push out. They kept pointing at her hands, then at her face, and not until one of them reached over and felt of her hands did we understand what was the matter. The girl with me had on a pair of black gloves.



MUSICAL INTERLUDE
Japanese maidens are fond of the samisen, an instrument somewhat like a guitar—in appearance.



FOUR GENERATIONS HERE

Children, mother, grandmother and great-grandmother form a rather unusual family group in Japan.

SOME ADVENTURES WITH JAPANESE POLITENESS

I HAD always heard that there was lots of politeness in Japan, but I had hardly expected to find that it often blocked traffic. When two Japanese meet on the narrow streets you've got to wait until the ceremony is over, or go around. On meeting they do not shake hands and have it over with as we do back home, but begin bowing and each asking the other the latest news from his worshipful ancestors. It would be an open insult—smack in the face—for one Japanese to meet another without asking him how his ancestors fared. Their ancestors are always an open subject for discussion; a Jap is never too busy to engage in conversation about his dear, departed forebears. The weather can look out for itself; the gripping topic is how some of the ancestors are getting along who passed to their reward a couple of hundred years ago.

When two Japanese meet they stop squarely in the middle of the street and begin bowing. Their bow is not just a twitch of the head; instead of that it begins at the waist, sweeping over the entire upper part of the body, even to the outlying hands, bending the figure over until it looks like a great inverted V teetering for a moment on one prong. There are traces of the Colonial in their bow, with a pronounced military strain running through it.

When they are doubled over, one of them says to the other, "Oh, honored sir, to what do I owe my great good fortune that I have the pleasure of meeting such an esteemed man this day?"

The other man with his head down comes quickly back with, "You do me a great honor with such words and I only wish that I were worthy of them. May I crave your indulgence while I ask how your stomach finds itself this morning?"

ANCESTORS RUN SECOND

The first concern of one Japanese on meeting another is to know how the other's stomach fares and after this momentous question is settled they pass on to their ancestors, who while the conversation is on the stomach have to take a back seat.

"It is kind of you to inquire and your splendid thoughtfulness shall long be remembered. It is with pleasure that I answer that my stomach does me nicely and I beg leave to ask if you can report a satisfactory state."

"I know of no one who is so thoughtful and kind as you are and I take great pleasure in telling you that my bodily being is quite satisfactory and hasten to ask how rest your honored ancestors?"

"You honor me and I take pleasure in answering that they rest well and it gives me great joy to ask how your even more honored ancestors rest today."

Still bowed, the other replies, "Those whom you have honored by asking about fare well and now that you have been so gracious as to make inquiry about them they will rest even better."

Whether they are standing in the middle of the sidewalk, or in a door, the whole ceremony must be gone through with. If a Japanese were running madly down the street to turn in a fire alarm and he met an old friend with a number of honored ancestors, the building would be a total loss.

Just as you think that the ceremony is about over and that the janitor will soon be around turning out the lights, they begin bowing again. With his hat held across his breast as if attending the obsequies of a brother member of the lodge, one breaks out afresh, with "I am grateful for your kindness and only wish that I were worthy of it. I hope you will do me the honor of a continuance of your acquaintance."

To which the other comes back without a moment's hesitation, "If you will allow me to claim you, kind sir,

as an acquaintance, the honor will be far more than I am worthy of. I am full of shortcomings and shall feel grateful if such an exalted personage as yourself will deign to notice such an unworthy creature as I."

With this the two straighten up, put on their hats and walk down the street together while all is peace and sunshine—the two have met and greeted each other after the usual Japanese fashion. But in all this time they have not shaken hands. They do not believe in shaking hands, for why shake hands when the time could be spent in getting a line on the other's exalted ancestors?

A SERIOUS OMISSION

Lately the handshake has been brought into Japan by a few Japanese who have traveled



SOLID COMFORT

The larger baby is in charge of the smaller one, and both seem to find the world a pleasant place.



THE LITTLE BROWN JUG

The little brown man is pouring sake, the national drink, out of it. Sake is always drunk hot.



LAUNDRY IN PUBLIC

It is not considered bad form to wash the family linen in public, even in front of the house if there happens to be a stream there.

abroad, but the kiss has never been introduced into the flowery kingdom. The women of Japan know nothing about it. They are so dainty and pretty that it's a shame. There is no use in one's trying to open up this pleasant field to them, for his efforts will get a cold reception. The reason that the efforts of a person philanthropically inclined get such a chilling reception is that they hold that kissing is vulgar.



AFTERNOON TEA IN A HIGH-CLASS JAPANESE HOME

The lady of the house is entertaining two guests. She is the second from the left of the picture, the maid being first. The round wooden box contains rice, and between the two guests is the little brazier at which cigarettes are lighted.

And the worst trouble is, the future doesn't seem any brighter. The Japanese are so polite that they clap it on in the most unexpected places. To them a hand is a hand, but a foot is a most honorable foot. It is always spoken of with the double superlative. A Japanese would not think of mentioning your foot—it would be your most honorable foot. To ask about your honorable foot would be to show that the person lacked caste—it must be *most* honorable.

It is of their eating manners that the Japanese are particularly proud. They think they are about the last word when it comes to dining-room polish. The more noise you make at a Japanese table

the better mannered you are. If you don't smack your lips it shows that you have no appreciation of the food. The way you drink your tea shows your bringing up. To drink it quietly shows that you haven't had the advantage of culture and association. But if you gurgle it until the waves dash high it shows that you are a gentleman of refinement.

Their eating implements consist of a pair of chopsticks and a couple of supple wrists. When they begin with their chopsticks on a full bowl of rice, there is a steady roll that reminds one of a snare drummer trying to sign for another season. Holding the bowl slightly below the chin with one hand, they roll the sticks with the other, and in a startlingly few seconds the rice is gone.

NICETIES ABOUT EATING

But with all that, they have their niceties about eating. One day as I was going along the street I saw a candy man sitting on a stool beside his cart fashioning delicacies with his two flying thumbs. Taking a ball of candy mixture he would give it a few pinches, a twist, dab on a red spot and there would be a fish. Taking up another ball he would give it a few twists and he would have a radish. Half a dozen of these he would put into a thumb-made candy plate, the size of a chocolate wrapper, and sell for half a cent. Buying a plate of tiny delicacies I gave it to a girl expecting to see her down it in good old American fashion, but instead of falling on it greedily she made a courtly bow and tore down the street as fast as her wooden shoes would let her. I looked after her in astonishment, thinking that this upset every child theory I had, and determined to try it again. So I waited until the two flying thumbs had molded another delicacy and proffered this to a second child. Down the street she flew, too, her walnut knot of hair wobbling excitedly. When I bought the third delicacy I gave it to a child that was weighted down with a baby on her back and followed after, while she went bobbing down the street, the baby's head rolling heavily. I found her sitting on the floor, eating the sirupy

fish and candy radishes with many delighted sucks and appreciative grunts. Then I understood: it was not polite to eat on the street, but under her father's gray tile roof it was the height of form to dispose of the sweets with all the gustatory gurglings that her delighted soul wished.

Even when a Japanese has taken up American ways and fully believes that he is Anglicized to the core, there is nothing that brings shame to him quicker than to walk down the street with an American friend who insists on stopping at a fruit stand and eating an apple. He will twist and squirm in silence, keeping his eyes averted for fear of meeting some one he knows, finally giving up the struggle and walking along in advance as if he were

not with the person so ill-bred as to eat an apple in public.

STRANGE HAPPENINGS IN A JAPANESE HOTEL

THERE is nothing in the world that makes a person feel farther from home than to come panting up to the station platform of a small town away in the interior of Japan and see his train scooting down the track with a frightened expression on its rear platform as if it feared that he might yet dash out and overtake it. A fellow would then sign away his property for just one glimpse of a checker game, a pair of suspenders and a taste of American pie.

I watched the train until it was a tumblebug trying to get up a hill, then said lightly to myself as if the whole thing was settled, "Oh, well I'll just go down to the hotel, read a while and turn in." It sounded so easy—just order a room and hang the light over the foot of the bed. I started down the narrow path with a huddle of houses on each side that called itself a street, looking for a hotel. I hadn't a very clear idea of what a Japanese hotel should look like, but I felt that one couldn't look like anything that I had yet seen. A few blocks along, I came to a low, thick-set building which seemed to have possibilities, so I pounded on the sliding doors with my knuckles. Slowly the doors parted until a girl's face was framed.

"Is this a hotel?" I asked.

She answered something, but I hadn't any idea in the world what it was. I felt that she didn't understand me and I knew good and well that I didn't get the drift of her remarks.

"I want to stay all night."

PROVED TO BE A BANK

With that she disappeared and came back with an older woman. "I want to put up at your hotel," I said desperately, pushing myself in, sitting down on the elevated floor and beginning to unlace my shoes. There was a window in the wall as though it might be a clerk's and on the stairway was a bamboo handrail that I could see led upstairs. The two women began to get excited and called a man, who got excited, too. Never before had I had a visit at a hotel cause such a flurry as this one was doing. The man hurled a quiver of questions into my face. Putting my head on my hand I closed my eyes and broke into a wild trembling snore. Still they did not understand and kept motioning me to leave, while up and down the street the news spread, and in a few moments the door was set with brown faces. The man jumped down off the floor and getting behind me pushed me out into the street while I hopped along with one shoe on and one shoe off. The doors clapped behind me and I was locked outside. While I was still wondering what was the matter one of the crowd shouted "Ginko!" and I nearly fainted for that is the Japanese word for bank—I had been trying to break into a bank, thinking that it was a hotel! I trembled at what might have happened if I had insisted on going any farther.

I set up such a brisk pace that I soon lost the crowd and stopping before another building that looked as if it had possibilities I called out, "Ginko?" and deciding that the answering jabber meant no I leaned over on the floor and gave a resounding snore. There was no doubting what the snore meant and so they bowed for me to come in. Removing my shoes I set them down on the steps and came inside. Hearing smothered laughter I turned and there were they pointing at my shoes as they loomed alongside of the small wooden Japanese shoes. I had to laugh, too, at the flotilla of wooden shoes around my deep sea pair.

ROOM WITHOUT FURNITURE

What interested me most was something to eat and opening my mouth to its fullest I pointed in. They motioned me to follow upstairs, but I held back showing that I

wanted the dining-room, not the bedroom. Seeing a door which I thought must be the dining-room I pushed it open—but it was the kitchen—so thinking that they knew more about things than I did I let them lead me upstairs. When the girl pushed back the sliding doors my heart crawled down another step, for there was only one piece of furniture in the room—a seat that looked like a two-legged milk stool covered with carpet. There

wasn't a single chair in the room and no place to hang my hat or coat—nothing except a bare room with a heavy matting on the floor and one of my toes brazenly peeping through my stocking. I started to sit down on the milk stool, but it squirted out from under me while the servant girl made no effort to hide her laughter.

Dropping down on the floor she showed me how to use the milk stool by sitting on the floor and leaning one arm on it like a picture before Pompeii.

She took my hat and coat and I wondered where she was going to hang them, for there wasn't a single nail or hook in the room. Carrying them over to the wall, she

She turned her feet back with her toes pointing straight behind her and sat down, her face in one direction and her toes in another. It looked easy—but it brought me up with a short breath. No European can sit in such an attitude.

Putting one leg under the table, with one bare knee glistening on the side, I bent over the table to proceed with the eating—but here I ran up against a snag; all I had to eat with was chopsticks. Weaving them through my fingers I tried to break off a piece from the slab of fish, but it wouldn't break. I turned it over hoping to spring it, but with my wobbling sticks I could only grease the plate. Openly the girl laughed—it was better than a picture show to her. She showed me how it should be done—by lifting the whole fish with the sticks and taking bites as if it were a piece of bread.

The next dish was something that puzzled me: in a round wooden dish, about the size of the bowl that used to come in a package of oatmeal, were white squares of meat in hot water. I worked out a piece and ate it and asked her through signs what it was. She threw out enough for a paragraph, but that did not bring me light. I asked her again and away she went and came back with a book and coming up close pointed to the picture of—a horse! I had been eating horse meat. Something in me began to sink, leaving me weak and limp. Although she brought me two or three more things to eat, I waved them aside—my appetite for the time had been appeased.

HARD WORK TO REGISTER

The maid came with a book and a pen—a Japanese pen, which is a small round paint brush, like the old camel's hair brush they used to paint our throats with, and motioned me to write, but I hadn't any idea in the world what she expected me to write. Taking up the book, which was about the size of an almanac, I began to study it and at last it dawned on me what it was—the hotel register! It is the law in Japan that the book wherein the guest has registered must be sent to the police before midnight, and as a result it is a serious thing for a Japanese landlord to let a person spend the night under his roof without registering. I wrote my name and handed the book back to

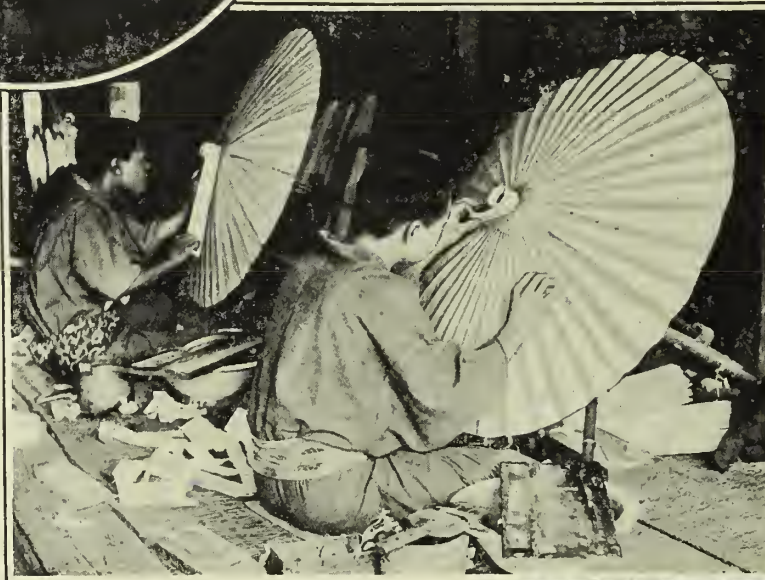
her, but she pointed to another square. I couldn't think of anything else that a person usually put on hotel registers so I handed the book back. She thrust it into my hands again with a whirl of words, but I could make nothing of them; at last she disappeared for a moment and came back with a clock. And then I wrote down seven o'clock! I started to hand back the book but she pointed to another square for me to fill out. I began to feel as if I were taking a civil service examination. I had registered my name and address, and the hour I wanted to get up—surely there was nothing else to put down. But the way she kept gesticulating and hurling words it was plain to be seen that there was something else. Placing her hand on the floor she

brought it up and up until it reached the top of my head, but this was more than I could fathom. She measured off some more stairsteps, and carried an imaginary infant in her arms, but still the idea would not wedge into my head. She went at the stairsteps again—and suddenly light dawned. She wanted to know how old I was and was showing my growth from a baby up



A GIRL OF ALL WORK

Japanese young woman, who also acted as hotel chambermaid, doing a big "wash." Cold water is always used in Japan for laundry purposes, although the people bathe in very hot water.



A TYPICAL FACTORY

Umbrella makers at work. The men sit on the floor and keep busy in this way all day. Umbrellas made of paper of various colors are in universal use in Japan.

pushed back a small sliding door and placed them on a shelf and brought me back a kimono that reached only to my knees. She motioned for me to get into it and started down the hall. I got out of my clothes and was just slipping into the kimono when I heard her coming; I called to her to stop, but she did not understand so I wrapped the kimono around me the best way I could and tried to keep it together, for there were no buttons on it.

On the floor she placed a table and on it a pot of tea. The table was just barely a foot high and there was no milk or sugar for the tea, for these things spoil tea to a Japanese. Then she came with a plate of fish, a bowl of rice and a little square box with a bamboo tube in it, and a bowl. In the bowl was a glow of charcoal; soon I puzzled out that this was for lighting cigarettes and the bamboo for dropping the butts into. The first thing a Japanese thinks of is tea and the next is cigarettes.

NO PLACE FOR KNEES

I started to draw up to the table, but I could not find a place for my knees. They wouldn't let me get near enough the table to carry out my designs on the fish. Seeing my trouble the girl dropped down to show me how,



AN ORIENTAL KITCHENETTE

The kitchen of a Japanese hotel. It is not very large and is furnished with the simplest utensils. The servant does most of her work in it while on her knees.

INTERESTING VIEWS OF VARIOUS HAPPENINGS FROM COAST TO COAST



ELEVEN KILLED IN CAVE-IN AT AKRON, OHIO

INT'L FILM SERVICE

The Crystal restaurant, in Akron, Ohio, slid into a deep excavation for a new building next door, at the dinner hour on May 1916. The foundation of the restaurant building had been weakened by blasts used in making the excavation, and the walls collapsed. Eleven persons were killed and many injured. The photograph shows the police and fire departments working to extricate victims from the debris.



CORNELL STUDENTS BELIEVE IN PREPAREDNESS

BROWN

Maneuvers during the two-day inspection of the Cornell Cadet Corps. The skirmish line is supporting a machine gun section in a sham battle.



WEBSTER & STEVENSON

SEATTLE'S NEW DRY DOCK IN SERVICE

Seattle is justly proud of its 12,000-ton dry dock, which is here shown with three vessels undergoing repairs at once. It is one of the largest and best-equipped dry docks on the Pacific and is a factor in the development of Seattle as a port. The shortage of ships caused by the war has brought out of retirement all the old discarded vessels that can be made to float, and dry docks and shipyards are experiencing a rush that they have not known since the decline of the American merchant marine that followed the War Between the States. This condition prevails the world over, and it was recently reported that a sailing vessel launched in 1776 had been refitted in Norway and had again entered the ocean trade.



NEWARK CELEBRATES ITS QUARTER MILLENNIUM

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Newark, N. J., celebrated its 250th birthday with a six-months carnival, one of the gala days of which was the great parade in May 1916. The photograph shows the New Jersey National Guard field artillery passing through the principal street. Newark has a population of 350,000. It was founded

in May, 1666, by Puritans from Connecticut, under Captain Robert Treat of Milford, who were dissatisfied with "the Christless rule" in Connecticut after the merging of the New Haven and Connecticut Colonies. The specific objection was that the right of franchise was not limited to church members.

MEN WHO ARE WINNING THE WAR

BERNARD M. BARUCH, KEEN BUYER, PURCHASING
AGENT FOR THE UNITED STATES GOVERNMENT

BY WILLIAM H. CRAWFORD

Mr. Crawford gives the interesting story of the man who is stated to have the greatest power in purchasing in the markets of the world that any man has ever possessed.

THAT America, in her hour of necessity, is able to avail herself of the financial genius of Bernard M. Baruch is due to the advice of the world-renowned phrenologist, Dr. Fowler.

"How did Bernard happen to get into finance," you ask?

"I'll tell you," began his aged father, Dr. Simon Baruch. "It was a chain of circumstances. You see, when Bernard was a boy, we took him to Dr. Fowler, a thing that was quite in vogue at that time. We had intended to have him follow my profession of medicine, but the phrenologist said it would be a shame to make a doctor out of this boy, that while he would make a good physician, he was cut out for big business.

"He would make a great railroad president, or an eminent financier," said Dr. Fowler. 'He has big visions and ought to be allowed to cultivate them. He is a practical dreamer and could make his dreams come true!' This did not make much of an impression on me, but it sank deep into his mother's heart. She determined that her boy should establish a name for himself in the financial world. She impressed on his mind from the beginning that he was to be a financial genius.

"One day, they were walking down Fifth Avenue. They passed the palatial home of the Whitneys. She pointed it out to him, saying, 'Bernard, one day you will live in a great, big house like that, and it will be all your own.' She believed in his future financial triumphs. The idea was transferred to his mind, the seed was planted. It needed only opportunity to develop, which came about in a peculiar way. When Bernard was about 19 years old, his mother and I were spending the summer at Long Branch, and he being employed in the city came down for week ends. One Saturday night Bernard failed to show up until late. His mother became anxious, and sent me out to find him. Remembering that most of the young bloods frequented the club houses, I went to one of the fashionable places, and there I found him, not gambling but watching the players with intense interest. His face was aglow as he watched the high stakes being lost and won. I ordered him home at once, severely reprimanded him for visiting such places and told him that as a punishment he must take the first train back to New York in the morning, without enjoying his usual Sunday holiday. Bernard obeyed me, but seemed very much depressed and disheartened by my severity. He was his mother's darling, and she noting the look of suffering and humiliation upon his face, followed him to the city on the next train to comfort him. On the train she met a New York banker who informed her that he was looking for a young man to learn the banking business. Quick as a flash, she thought of the advice of Dr. Fowler, and that this was the opportunity for Bernard for which she had waited so long. He accepted the position offered."

Thus began the financial career of Bernard M. Baruch, a career in which he has been exceedingly successful.

Mr. Baruch is not a politician; he had been too busy accumulating the shekels to take an active interest in politics, until Mr. Wilson's first campaign. At that time he was invited by Mr. William F. McCombs, then chairman of the National Democratic Committee, to meet Mr. Wilson, at his hotel in New York.

A friend says in regard to this visit: "I am quite sure that Bernard would never have taken an interest in politics or held any public office had it not been due to his intimate association with Mr. William F. McCombs, who was a fellow member of the board of trustees of the College of the City of New York. At the meetings of the Board they became good friends, and when McCombs took up the duties as Chairman of the National Democratic Committee, he succeeded in interesting Baruch in Mr. Wilson's campaign and arranged a meeting between them. By the way, it was with the greatest difficulty that Bernard was persuaded to accept a trusteeship of his alma mater. He said that, while he considered it a great honor, he was too busy to engage in public affairs. I am convinced that this acceptance and consequent intimacy with McCombs is responsible for his entering into national affairs."

In speaking of this visit Mr. Baruch says: "I was so impressed with the man's high ideals and uprightness and

breadth of vision, that I became his ardent supporter from that moment." He contributed liberally to the Wilson campaign fund and worked assiduously among his financial friends for Mr. Wilson's election, but he took no part on the hustings, for, as he says, he never made a speech in his life. After Mr. Wilson's election, he consistently supported him, without any political rewards or desire for political advancement. However,

when the National Council of Defense was formed, the bill also authorized the appointment of an advisory commission, and he was asked to become a member of this body. Each cabinet member of the council was allowed by the President to suggest a member of the advisory commission, and Baruch was the selection of Josephus Daniels.

This appointment came to him, not as a reward for financial contributions or political activities, but, because the country needed the best brains in the financial, industrial and labor worlds to aid in the management and conducting of the war. The Government needed men of executive ability, men who had a grasp of affairs, and Baruch was chosen as one of "the select." He accepted the appointment at a great financial loss, cutting himself loose from all business and devoting his entire time to the nation's needs. Dr. Baruch informs me that his son had underwritten a large munition enterprise that has become a veritable gold mine, but, feeling that he could not with justice to himself, and the Government be placed in a position where he might have occasion to be both selling and purchasing agent, he sacrificed his interest and control at a loss of more money than the average man would make in a lifetime.

The members of the advisory commission were not selected in advance as particular heads of the various boards afterwards formed. Upon organization, each member was assigned to that duty with which he was most familiar, and Baruch, on account of his large experience in copper and other ores, was made chairman of the raw materials committee. He has conducted his board with signal success. He originated a policy in the handling of the contracts for the purchase of Government supplies which has since been adopted by all the other members of the commission. He organized each individual industry, having the members appoint a president and directors to manage their affairs. He then purchased directly from each organized industry, allowing the members to pro rate the Governmental orders among themselves. This plan has greatly simplified the nation's business, and has enabled it to avoid confusion and delay.

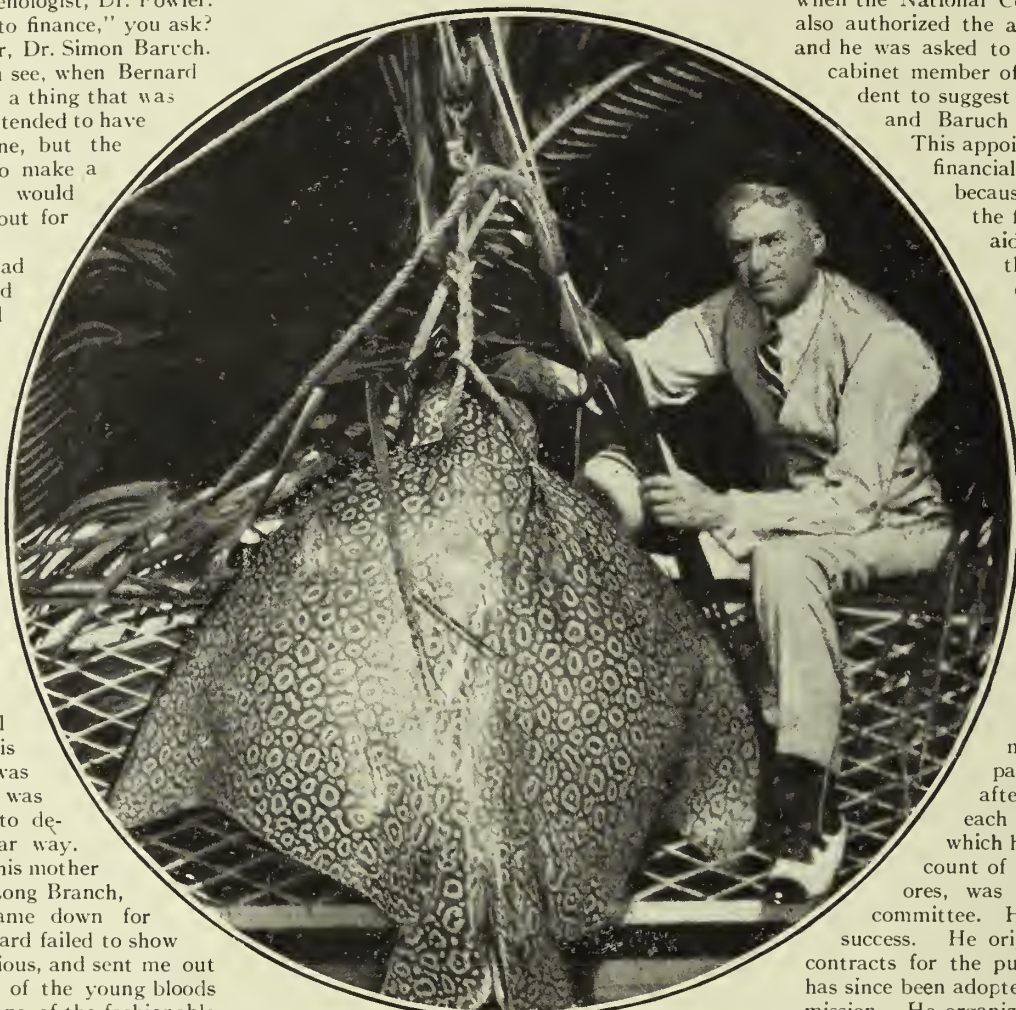
Mr. Baruch has secured the confidence and cooperation of big business, has avoided all favoritism and has placed the Government's purchasing facilities on a safe, accurate, economical and speedy basis. So that for the first time, in any war, the conventional army contractors who have always amassed fortunes have been eliminated. So well has he conducted the management of his board, that it is understood he will be appointed the general purchasing agent for the United States Government and its allies. The slogan will be:

"IF YOU HAVE ANYTHING TO SELL TO UNCLE SAMUEL SEE BARUCH."

Mr. Baruch prides himself on the fact that his word is his bond, that he has never gone back on his friends, or taken undue or unjust advantage of an enemy, that while he has many enemies, he meets them fearlessly and his fights are conducted above board. The belief was widely spread at the time of the leak in Washington when the President gave out his peace message that Baruch had advance information as to the purport of the President's message. This he emphatically denies:

"In my entire business career," he says, "I have never received or given or acted upon any inside information on any subject connected with financial matters. Inside information and credit would break the Bank of England. A man who depends on inside information loses his perspective. I base my judgment upon a careful study of economic conditions and act accordingly." Even the cynical Lawson testified in the leak trial that the charges were false, and Baruch was exonerated by the leak commission in the most complimentary manner.

Bernard M. Baruch was born in Camden, S. C., on August 19th, 1870. His father was a famous physician in South Carolina, and a surgeon in the Confederate army from 1862 until the surrender at Appomattox. His mother's family, the



A BIT OF PRIDE IN LANDING A LARGE ONE -
MR. BARUCH ON A FISHING TRIP



THE END OF A DAY'S HUNT—HUNTING
IS MR. BARUCH'S FAVORITE SPORT

(Continued on page 134)

MEN WHO ARE WINNING THE WAR

Marquezes, have been prominent in the South since before the Revolution. Her father was a cotton planter, and she is a prominent member of the Daughters of the American Revolution. The Baruchs are typical Southern gentlefolk. It seemed as if I had been suddenly transplanted into a "before-the-war" plantation home when I called upon the Doctor and his wife. The white-haired father received me with the courtly dignity that is seen in the Southland, and Mrs. Baruch, with the queenly grace of a Southern granddame. I instinctively looked around for "black mammy" and Aunt Dinah, the cook, and Sambo, the family coachman. There was no affectation in their manner, no false pride, simply refinement, culture and intelligence. You knew that this mother had implanted in the mind of her boy honesty and uprightness, and there was a ring of truth in her voice when she said: "My boys never lie." Manifestly evil characteristics do not spring from such sources and environments as these.

The family left the South as the sons grew up in order to secure better educational advantages. They settled in New York and the sons entered the public schools in 1880. Bernard later completed his education at the College of the City of New York, from which institution he graduated as a Bachelor of Arts when 19 years old. The day following his graduation he went to work for Whitall, Tatum & Company, where he was assigned to the task of weighing the mails, at the munificent salary of \$3.00 per week. After being employed there a year, he secured the position in a small banking house under the circumstances already related. Later his father went abroad to investigate the public baths of Europe, a visit which resulted in the present system of public baths in the United States, and took young Bernard with him. On the trip over he became acquainted with a Western business man. This acquaintance was the turning point in young Baruch's life. His new-found friend opened his eyes to the limitless possibilities of financial enterprise in this growing and wonderful country of ours. He became thoroughly imbued with the remarkable opportunities for unlimited financial success that could be gained by the utilization of these as yet unworked fields. He came back to America with his mind fired with enthusiasm and his soul ablaze with ambition.

During his absence his mother had secured a position for him with the growing firm of A. A. Housman. Here he had an opportunity to come in contact with the big financial men of Wall street. They were impressed by his earnestness, by his clear business sense and his financial foresightedness. He made friends here that were helpful to him in his subsequent financial career. For the firm he engineered trades, secured influence and solved financial problems that made him invaluable to them, so that three years later they took him into partnership, giving him an eighth interest in the business, rather than have him leave their employ. So successful was he as a partner, that their wealth increased by leaps and bounds. He entered the firm

at the age of 26, and retired when 32, with more than a million dollars capital, although he had invested no money in the business, and had received no financial backing from his father or any other source. His father had given him \$600 with which to speculate prior to this time, but this he had promptly lost. This, as his mother naively expresses it, "Bernard has since paid us back."

While a clerk in the bank, he had taken a night course in public accounting, economics and law, and had passed his bar examination. After his retirement he went to Europe for a rest of six months, intending, upon his return, to take up the practice of law. He had expected to remain abroad for several years, but six months was all

tion on a big scale in industrial enterprises for himself. He had caught the fever, and all chance of a life of ease and quiet was sent glimmering. He was eager for the fray, and the millions came piling in. His judgment in financial matters was such that everything he touched turned to gold. Big business enterprises had him engineer their important deals. Morgan and Keene and other giants of finance were among his patrons. He continued his success without a setback until called to serve his country.

Intrusted with the handling of thousands of millions of dollars for the Government and its Allies, Baruch has determined that he will in no way profit by the country's necessity. This sense of absolute fairness to his clients, of which Uncle Sam is at present

James R. Keene, with whom he became quite friendly while at Housmans. About the time that Baruch became a marked figure in the financial world, Barney Barnato was the plunger of the universe. Keene christened them the "Two Barneys" and the name stuck. Well then, Bernard Baruch is a tall man; when you look at him, keep your eyes traveling up until they have reached an elevation of 6 feet, 4 inches, and you will see his iron gray hair. He has an athletic build, without a pound of superfluous flesh. He has not lost his great physical power and is able to take a 65-pound dumb-bell and hoist it with one hand over his head. His features are sharp and chin strong. He has a roman nose, gray eyes which evidence a keen sense of humor, together with a kindly cynicism that is patently apparent. His clothes are well cut and of expensive material, but he wears them with a careless negligence that would indicate that in his opinion dress was of very little importance.

His family ties are ideal. He and his wife are devoted to each other. His parents adore him. His relationship with his brothers is one of complete unity. His three children worship him. The servants of his household love him. This is instanced by a story of his "mammy." Some years since, he and his father visited his birthplace in South Carolina. The doctor, who was in advance, espied an old negro woman working in the field, and thought he recognized her as the nurse of his children. So he called her—"Minerva," she looked up, recognized the Doctor and came running forward, saying: "Lord sake if dar ain't Doctor Baruch. How is you all, and whar is my 'Bunch'?" "Bunch," being the nickname she had given Bernard when a boy. Just then, Bernard came up. "Thar is my child," she exclaimed as she grabbed him. "Her child" asked her how she was getting along, and she told him mighty poorly. "My husband he done dead, and I ain't struck no good white folks like you-all was since you left." Her "Bunch" purchased her a home and gave her an annuity sufficiently large to support her for the rest of her life.

From friends I have learned that Mr. Baruch does a great deal of unostentatious philanthropy. He has entrusted most of this work to the hands of his wife. Mrs. Baruch is thoroughly in sympathy with her husband's desires along philanthropic lines, and devotes a large portion of her time to charitable work. Among other things, they have built and endowed a hospital in their native city. He has given also a complete hydro-therapeutic outfit to Vanderbilt Clinic, and recently gave \$50,000 to the Red Cross Fund. Mr. Baruch is fond of golf, but plays a very poor game. His principal pleasure is shooting ducks at his winter home in South Carolina. He is particularly fond of reading about the lives of great men. Napoleon is his hero and he now has a large collection of Napoleonano.

Bernard M. Baruch, having risen to the top of the financial world by his keenness, intelligence and industry, is now devoting his life to the serving of his country, and will, after the war, utilize his means and energy for the betterment of his fellow-man.



DR. AND MRS. SIMON BARUCH, FATHER AND MOTHER OF BERNARD M. BARUCH

the loafing he could do. His energetic body and tireless mind chafed under the burden of idleness. "It was the hardest six months of my life, when I had nothing to do," he says. Before he could begin the practice of law, some of his business friends, who had confidence in his financial judgment, persuaded him to take a trip out West to investigate conditions for them. While on this trip he purchased the Liggett & Myers Tobacco Company of St. Louis, outright, and sold it to the Consolidated Tobacco Company. Continuing his trip to the Coast, he purchased the San Francisco Smelter for the Guggenheim interests. Both of these deals were highly profitable to him. They changed his whole future career. He had secured a taste of specula-

tion on a big scale in industrial enterprises for himself. He had caught the fever, and all chance of a life of ease and quiet was sent glimmering. He was eager for the fray, and the millions came piling in. His judgment in financial matters was such that everything he touched turned to gold. Big business enterprises had him engineer their important deals. Morgan and Keene and other giants of finance were among his patrons. He continued his success without a setback until called to serve his country. Intrusted with the handling of thousands of millions of dollars for the Government and its Allies, Baruch has determined that he will in no way profit by the country's necessity. This sense of absolute fairness to his clients, of which Uncle Sam is at present

Barney!—excuse me, Bernard—for he objects very seriously, to being called Barney, and attributes this nickname to

MAJOR GENERAL JOHN JOSEPH PERSHING, TO WHOM, AS COMMANDER
OF THE UNITED STATES ARMY IN FRANCE, FAME BECKONS

BY WILLIAM H. CRAWFORD

YOU may talk about your Bakers, and your Scotts, your Hoovers and Baruchs; they have done and are doing excellent work, but the man-of-the-hour is Major General John Joseph Pershing. Preparatory work is necessary, directing heads are essential, but the man who does things at the front is the man in the limelight; he captures the glory, or shoulders the blame. The work of the directors amounts to nothing, unless the man commissioned to execute their plans has the ability and the courage to carry them out.

Pershing meets the crowning opportunity of his career under auspicious circumstances. At the beginning of his duties as Generalissimo of the American forces in France, he has the hearty cooperation of our Allies; America is gratified at the glorious reception he has received abroad, and behind him stand the American people. The best blood of our land is soon to be at his service, and he has the unlimited backing of the Government, with soldiers, munitions and money. It remains to be seen whether he will be able to cap his past glorious career with victory in the Titanic struggle for universal liberty. Germany, which has consistently scouted the possibility of America's landing a sufficient force in France to be of efficient service to our Allies, is due to have a rude awakening. Pershing has already a considerable force of American soldiers, who have been trained in the Philippines and in the Mexican campaign. These men will be able to give an excellent account of themselves. Within a few months, there will be added to his forces hundreds of thousands of National Guardsmen, and still later six hundred and twenty-five thousand men, which are to compose the first National Army, a very respectable showing for a country that Germany thought was of such little military importance that she might insult it with impunity.

Americans will be interested in knowing something of the personality, ability and history of the man into whose hands the momentous task has been intrusted. Pershing was born in 1860 on a farm in Missouri. His mother was a Tennessean, and he inherits Southern chivalry and Western hardihood. In his boyhood days, he was inspired by the example of General Grant to become a soldier. The acme of his ambitions was to march at the head of troops and hear the bugle sound an advance. However, there seemed little likelihood that his ambitions would ever be realized. Like Agri-cola, he was following the plow when informed that he had received an appointment to West Point. It was by chance that he was allowed to enter the army. The Congressman from his district was anxious to secure the country vote, and looking over his list of rustic applicants he picked out the name of young Pershing at random. It was a lucky selection for America when his hands lighted upon the application of this country ploughboy.

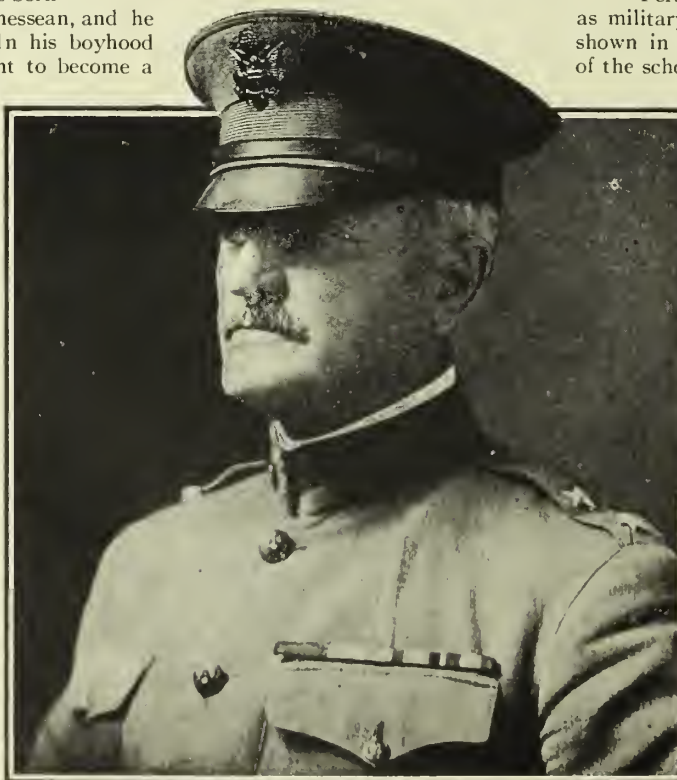
General McIntyre, who was a classmate of Pershing at West Point, says "he was a husky youth, more than six feet tall, spare, brawny, muscular, and was considerably older than the average youth on entering the academy, having reached the age of twenty-two." His face was ruddy and thoroughly browned by the Missouri sun and his life in the open had given him splendid health.

The more elite West Pointers from the effete East were inclined to poke fun at the rustic Southerner, but they did not laugh long. A few interesting fights in true West Point style backed up by evidence of his Hotsour temper soon convinced hazers that they could find other subjects of merriment that were safer. Pershing was green, but his uprightness and courage carried him safely over pitfalls that usually beset the path of a country boy. He was not an excellent student, standing about the middle of his class, which was, by the way, the largest that had ever entered West Point, but he was a born



GENERAL PERSHING ON THE MARCH

No other soldier in the army has seen more active service than the commander of the American expeditionary force. He is seen here fording a river on his expedition into Mexico after Villa.



JUST BEFORE LEAVING FOR FRANCE

This portrait photograph of Major General Pershing was taken in Washington a few days before he sailed to prepare for the arrival of the American army.

soldier. Books and book knowledge were to him unfortunate adjuncts to learning the profession of arms. He took to military training from the beginning, securing as a third classman the rank of first corporal, and in his third year that of first sergeant, these ranks being the highest attainable by a student in his second and third years. He graduated as senior captain of the corps of cadets, this showing that he was regarded by the military officers as the most ideal soldier of his class. It is more remarkable when it is remembered that in class standing one-half of the students surpassed him, and scholastic standing counts for a percentage in the selection of officers.

Pershing took a great interest in athletics, and was the best horseman at West Point, being able to vie with circus performers as a skilled bareback rider. He was one of the most expert cavalymen that ever rode at West Point. He graduated in 1886 and was assigned to a cavalry regiment then stationed in Arizona, where he distinguished himself within a year by performing a feat of endurance that has rarely, if ever, been equaled in the American army. General Miles officially complimented him for having brought a body of soldiers one hundred and forty miles in forty-six hours without the loss of a horse or a trooper. Not even so much as a canteen was missing.

The young officer took part under General Carr in the pursuit and capture of Geronimo, the Apache, who had caused the United States so much trouble, following him far beyond the Mexican border. His western campaigns were not directed solely against the red man. The cattle thief and outlaw learned to respect and fear the rugged young officer. On one occasion he captured without firing a gun a body of desperadoes who had sworn to die with their boots on rather than surrender; but recognizing the bravery and dogged determination of the young cavalymen, they surrendered without resistance. After the subduing of the West was accomplished, Pershing was ordered to the State University of Nebraska as military instructor. The effect of his military genius is still shown in this school, the Government having recognized it as one of the schools of sufficient military excellence to allow the appointment of some of its graduates to commissions in the United States Army.

While stationed at Lincoln, he met two young men and they became bosom friends. They were classed by a humorous paragrapher in a Lincoln paper as "The Three Musketeers." Strange as it may seem these three men afterward became famous; each succeeded in reaching the top of his chosen field. Charles E. Magoon had a predilection for diplomacy, so much so, that in semi-humorous conceit his chums called him the "Ambassador." Magoon afterward became Governor General of Cuba, and directed the affairs of the island republic so well that he converted it from a revolution-ridden island, near to bankruptcy, into a prosperous, peaceful country. Jesse Burkett had a view for statescraft and used to spout to his friends political economy with all the wisdom of a Webster; later he became United States Senator from Nebraska. John J. Pershing, the third musketeer, was dubbed the "General" and is today the outstanding military figure of America. The three met while attending law school, for Pershing utilized his idle hours while at the University by studying law, taking the degree of LL.B.

His excellent showing as a military instructor at the University of Nebraska attracted the attention of the War Department, and he was assigned to West Point as an instructor in military tactics. At the Academy he was thoroughly hated by the boys who tried to shirk and equally loved by those who tried to do their duty, for he had already developed his striking characteristics of being kind and forbearing

MEN WHO ARE WINNING THE WAR

to the faithful, but unusually stern to shirkers and recalcitrants. This characteristic, as will be shown later, served him to advantage in the Philippines.

During the Spanish-American war, Pershing went with his regiment to Cuba, where he greatly distinguished himself for his bravery and daring. The colonel of his regiment said of him: "I have never known a man so cool under fire."

Returning to the States he assisted in the organization of the Bureau of Insular Affairs and as its chief did excellent work.

Later he was sent to the Philippines, where he was selected by General Otis to subdue the Moros around Lake Lenao. These were a warlike race of fanatical Mohammedans. They did not understand the benevolent intentions of the United States toward them, but believed that we intended to destroy their religion and make slaves of them; therefore, they fought with the daring desperation of religious fanatics. Captain Pershing marched his little body of troops into their territory. He sent for their sultan and told him that he wanted to be his friend, but that the authority of the United States must be recognized.

Pershing temporized with him, in order to arrive at a peaceful conclusion of the controversy. Finally, his patience exhausted, he announced to the sultan that after a certain date force would be used in carrying out his commands. The sultan laughed with scorn. Was he not in his mountain fastness, surrounded by impassable roads, and were not his warriors in a crater of an extinct volcano? Was he not a true believer and a descendant of the Prophet? No handful of American troops could overcome him or drive him from his stronghold.

At the appointed time Pershing advanced to the foot of the mountain. He cut circular roads around its base, and thoroughly picketed them with his troops. His sultan-ship soon saw that he was in for a siege that meant starvation. He made several sorties which were brilliantly repulsed. Finally he surrendered. Instead of treating his conquered enemies cruelly as they had been accustomed to being treated by the Spaniards, he met them with a "howdy, let's be friends," and with promises that as long as they respected the laws and recognized the authority of the United States they would be helped rather than hindered.

Following service against the Moros, Pershing was called to Washington as a member of the General Staff. In 1905 he went to Tokio as military attaché and as military observer attached to the staff of Kuroki's army saw the severe fighting in Manchuria. He was a deeply interested student while with the Japanese forces, using his eyes and ears to advantage and

allowing nothing to escape him. Alone at night he would plan out his method of attack as if he were in command. His reports to the Government on the war were very instructive and of inestimable value in making preparations for future conflicts.

At the end of the war he was returned to the Philippines as Commander of Mindanao and Governor of Moro Province.

In his new and larger field, he utilized the same policy of kindness, gentleness and fairness to those who were tractable, that he had used in his former experience. To the recalcitrants and rebels he showed the iron hand of power. One of the early acts of his administration was at the time severely criticized, but has since proved to be of great advantage in the pacification of the country. Weapons were as much an article of apparel among the natives as were swords in feudal times. No self-respecting native went unarmed. Pershing soon saw that it was dangerous to the peace of the community for a turbulent, dissatisfied race to be in possession of weapons. So he issued an order that on and after a certain date no Moros should be allowed to possess any arms.

This hurt their pride of race and incited new rebellions, which he promptly and vigorously suppressed, but with so much justice that these same enemies became his fast friends. They learned to respect him because they knew that his word could be depended upon. That while he would be firm he would treat them with justice and fairness. These qualities they found in Pershing, therefore they loved him. He recognized their rights to their religion, and their duty of obedience to their hereditary rulers. He gave them liberty as fast as they earned it. They were apt pupils. So rapidly did they become civilized and capable that on his recommendation civil government was established, giving them representation in the Philippine Congress, and allowing them, under an appointed governor, to manage their own affairs. So thoroughly did the natives respect Pershing that they elected him a hereditary datto, with powers of life and death.

President Roosevelt was so much impressed with Captain Pershing's rule that he advanced him to a brigadier-generalship, over the heads of a large number of officers. This aroused considerable opposition in the army, and was taken up by Congress when his confirmation was proposed. He had married the charming daughter of Francis E. Warren, who was chairman of the Military Affairs Committee of the United States Senate. His political enemies openly said that the President was influenced by the desire to please Pershing's father-in-law. This statement so riled the President that he

sent one of his accustomed vigorous letters to the senator saying he had forgotten that Pershing was a son-in-law of a senator when he nominated him for a generalship, and since it would be infamy to advance a man because he was a son-in-law of a senator, it would be equally infamous to refuse to advance him on that account.

Pershing returned to America broken in health from the enervating climate of the Philippines. In 1916 he was ordered, under General Funston, to command the punitive expedition into Mexico for the capture of Villa. He showed great executive ability and thorough military genius in this expedition. Though greatly inconvenienced by the refusal of Carranza to allow the use of trains for the transportation of supplies, he marched his men into Mexico with great rapidity. By the establishment of wagon and automobile roads to his base of supplies, he succeeded in provisioning his army, in a semi-hostile country. By his tact and skilful management he kept up the prestige of the American army without offending the high-spirited Mexicans. It was a most severe diplomatic test and he met it with success. That he did not return to America with Villa in chains was no fault of his. Washington was anxious to avoid a rupture with the de-facto Mexican government. Pershing was, therefore, halted in his advance, and ordered to return without his prisoner. Soon after his return war was declared with Germany and he was made commander of the American expeditionary forces.

His past training has eminently fitted him for his work abroad. He has had more experience in actual warfare than any other of our generals. He has the confidence of the Government, of his officers and of the soldiery. He has hitherto shown himself an able soldier and a shrewd strategist. With the experience of a lifetime to guide him, and the confidence and support of America, he should make a glorious record for American arms and an imperishable name for himself.

John J. Pershing is a tall, erect, spare man. He has strong features, a strong mouth which he uses but little, but what he says is to the point. He has a natural reserve that makes him appear stern, but in his moments of relaxation, he is most charming in manner. His reticence has been greatly accentuated by a great sorrow which came into his life when his wife and three little ones lost their lives in a fire in the Presidio at San Francisco. His sternness is mixed with melancholy, and yet when he warms up his face is lighted with animation, and his conversation attracts attention by his directness and the forceful manner in which he expresses himself, yet he is no orator. He

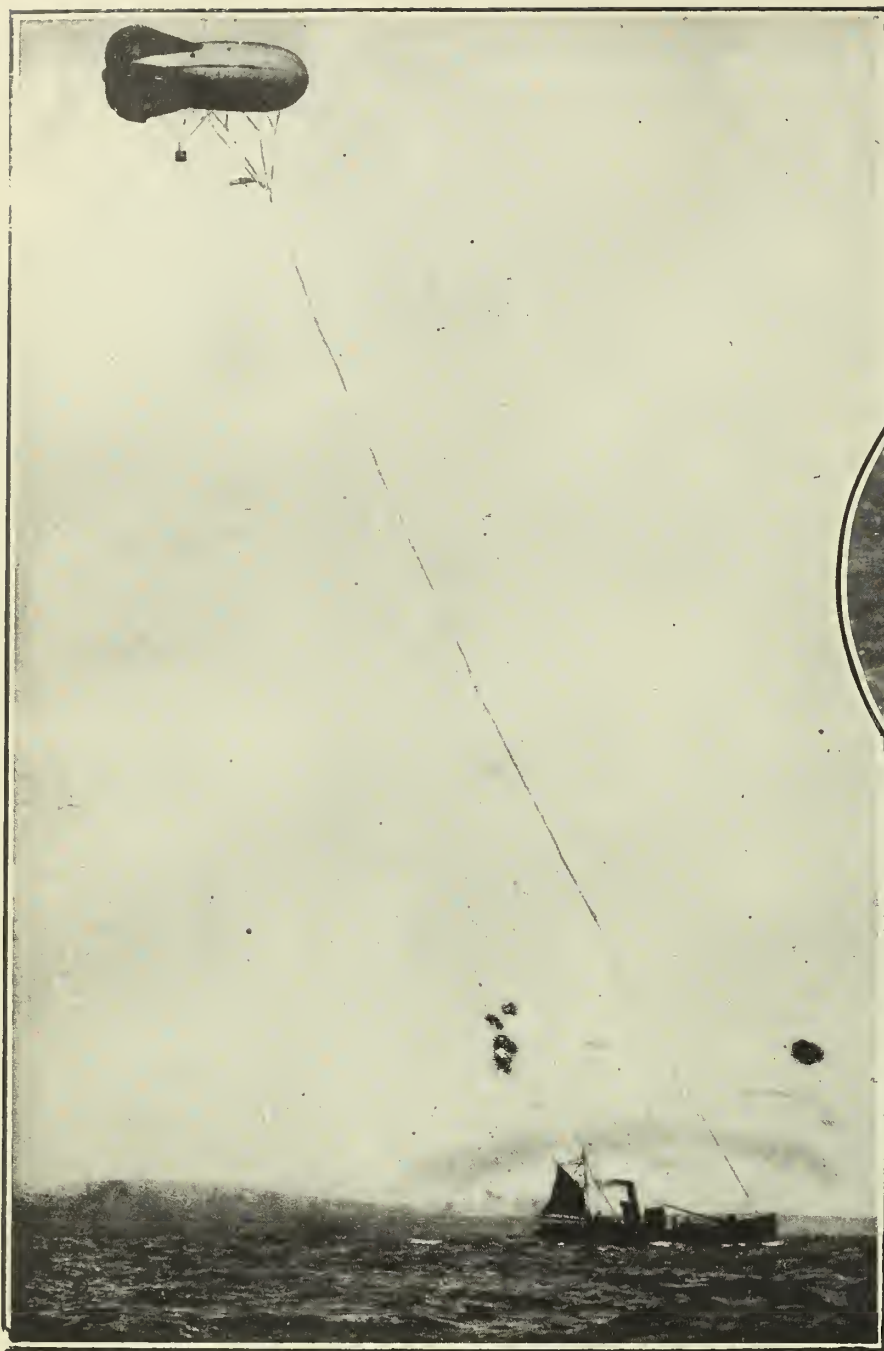
can address his soldiers upon military affairs, but this seems to be the limit of his elocutionary powers. He is democratic and simple in his manners, has no false pride and is readily approachable by men who have business with him. General Pershing speaks with a most pronounced Southern drawl, and belies the statement that all Southerners are lazy, for he is one of the hardest-worked men in the army.

Pershing is a "firing-line" general. With him it never is "go charge the enemy" but "come on, boys." That his duties as commander-in-chief of the American forces in France will prevent him from being on the firing-line will be the hardest part of his task. He never was a telephone or courier commander. He likes to ride at the head of his troops. He likes to be in the thick of the fight, and I do not doubt from what I know of the man that at the hour of battle he will forsake his headquarters for the field. Like the old fire horse he will, when he hears the music of the booming cannon and the shrill tenor of the small arm fire, be unable to restrain himself, and will be found, like Henry of Navarre, where the battle rages fiercest. On one occasion in Mexico it was necessary for me to see General Pershing. I asked an old sergeant where he could be found, and he answered in a tone of disgust and surprise at my ignorance of the man, "At the front; where did you expect to find him."

The anecdote told about von Moltke, the silent, is equally appropriate for General Pershing. Some humorous biographer said von Moltke could keep silent in seventeen languages. Yet that great soldier cannot surpass Pershing in his proverbial silence, and I am not sure that he was superior to him in linguistic ability, for Pershing speaks many languages, and knows most of the Philippine dialects. He can converse with the Moro, or the Tagalog, and is acquainted with that peculiar hodge-podge spoken by the natives around the cities of the Philippines, which is a strange mixture of Spanish, English and their native tongues.

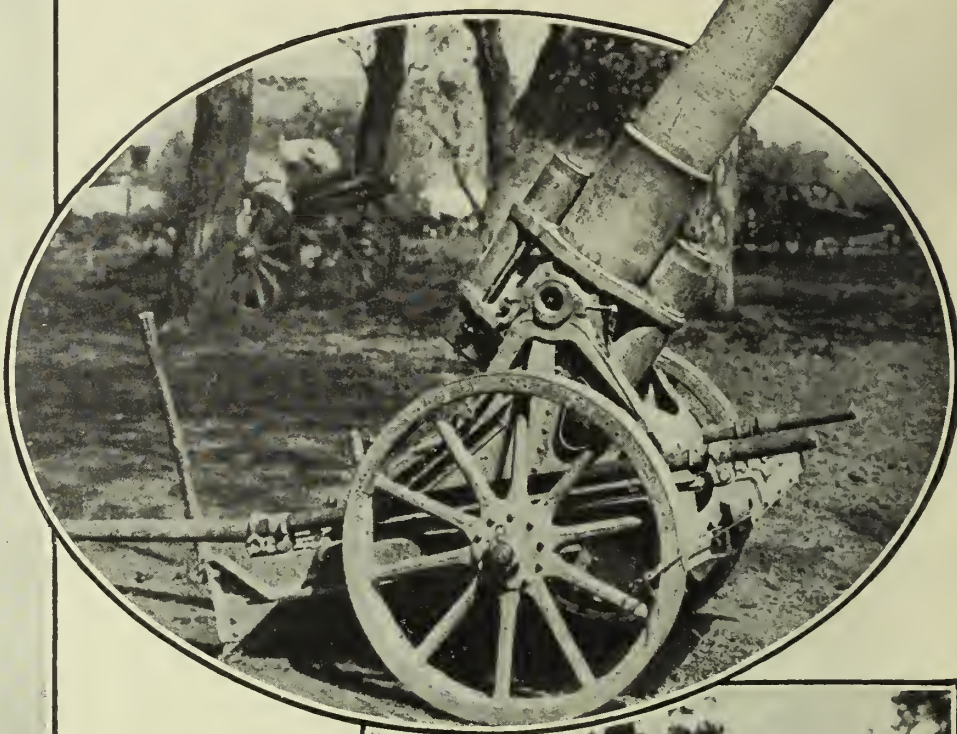
I believe that General Pershing's campaign will resemble that of General Grant. He will display the same bulldog determination that was shown by our hero of the war in 1861-65. No amount of reverses will discourage him, no amount of successes turn his head, or over-élite him. He will proceed in a masterly manner without let-up to attack the enemy and overpower him by the strength of numbers. He will display the same indomitable energy and persistence, and when he has finally overcome them, he will further resemble Grant by his magnanimous treatment of the fallen foe.

Strange Ways of Modern Warfare



CENTRAL NEWS SERVICE (J. S. GULLIVAN)

This balloon kite attached to a drifter in the British navy off the English coast makes the best sort of lookout post. The balloons have been of great value in the war in offering a possibility of getting long-distance views. From such heights one sees a hundred miles. Only from the air can observers spy out submarines. It is practically impossible to sight a periscope from the bridge or lookout station of a ship.



PICTORIAL PRESS

No construction so far devised has been able to resist the projectile hurled through the air by the "Minnenwerfer" (mine-thrower) which German mechanical ingenuity devised to magnify the horror of the grenade. When the great black shape comes hurtling through the air there is just one thing to do—run. It comes so slowly that it can be dodged, but its objective is usually the bomb-proof itself which is no proof at all against this giant bomb.



PICTORIAL PRESS

Out of the ugly mouth of this squat cannon comes the deadly gas-bomb or the aerial torpedo. It is as wicked a weapon as the mine-thrower itself, but its venom is of a different sort. It fills the trench with asphyxiating gas.

It represents a type of ordnance whose ancestor, the mortar, had long been relegated to the patriotic monuments or State House porticoes, and few dreamed that it should come back, reincarnated as a worthy rival of the giant siege gun itself.



PICTORIAL PRESS

These great wooden cylinders wound with steel wires which throw a projectile almost a yard and a half in length were captured in the last Somme drive. They are now resting in the Invalides as souvenirs of a form of German *Schrecklichkeit*. Formerly the Allies had no counter-weapon to meet the giant-bomb throwers, but now the British have perfected a machine more powerful and simpler.



PICTORIAL PRESS

Hurling a shell equal in size to and more deadly in destructiveness than that of the 170 gun, this mortar, though short in range, will reduce any known form of fortification to bits. This weapon was captured on the heights of Marcevo by the French and a similar model was brought to this country and exhibited in New York at the Heroland Bazaar. It is shown loaded in another photograph.

For the Eternal City

France and Briton Reinforce the Italian Line

Exclusive Photographs from the Press Illustrating Service



One more of Italy's responsibilities is the occupation of the little country of Albania, a nation born of one war only to suffer under another, but brave enough to furnish a few of her sons to the Allied cause. The picture above shows a mitrailleuse manned by Albanian soldiers.



France answered the call of a sister-nation in distress and the cheering sight of the sturdy poilu in his horizon blue put new courage into the battered Italian armies. The picture above shows French troops marching to the front through an Italian town.

Perhaps no fighters have suffered more hardships in the war than the soldiers of Italy, hardships that have come in a war against rock and ice in the Alps. In this shell-scarred trench (on the left) an Italian barber is plying his trade serenely.



The great name of Garibaldi has carried out its best traditions in Italy's hour of trial. General Peppino Garibaldi, grandson of the liberator, is seen above surrounded by American and British newspaper men.



The pipes that have so often heartened the Scotsmen to deeds that carried the day were never more welcome than when they sounded the relief on the plains of Venice. These troops were part of a Scotch regiment on their way to the Piave front; they were hurried there in the nick of time to stem the Austro-German drive that threatened Venice, the Eternal City, and all of Italy.

Jerusalem Under the Cross



CENTRAL NEWS SERVICE

Jerusalem, for which millions of crusaders and soldiers have died in the past ten centuries, is now held by a British army under General Allenby. The Turks surrendered the city on December 9. The campaign in the Holy Land began last spring. The airplanes in the picture were covered with netting to prevent warping in the hot sun.



CENTRAL NEWS SERVICE

Here is Tommy with a talkative Arab sheik who was under arrest. Early in November the British captured Beer-sheba, forty miles south of Jerusalem. Also a coastal column penetrated the Ottoman lines southeast of Gaza and by November 7 Gaza was taken. Above at the right is a camp of wanderers near a town in Palestine.



To secure pure water for surgical purposes is one of the difficulties of desert fighting. In fact, water has been a great problem in the operations in Palestine. Here is a Hindu soldier operating a pressure filter to obtain pure water for the surgeons.



REUTERS

Wounded Turkish soldier prisoners are being transferred from the front line to a base hospital on the backs of camels. Often the camel line stretched for miles across the broken country over which the British army passed. When General Allenby entered Jerusalem he did so on foot surrounded by the military attaches of the Allies.

In Italy and Flanders

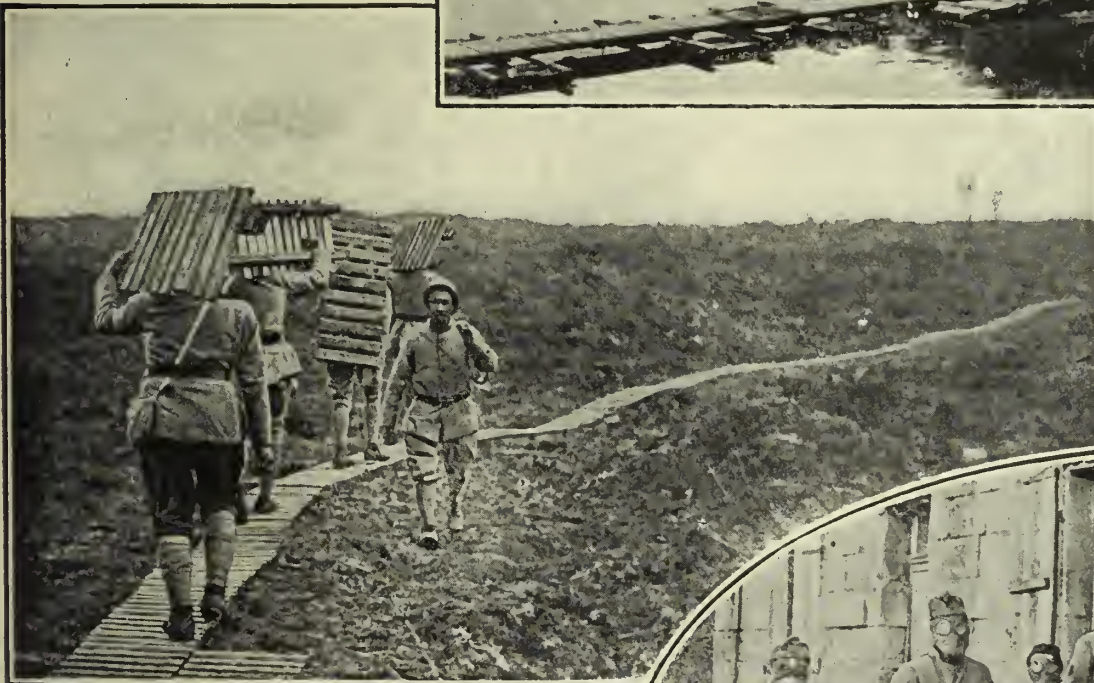
The heaviest fighting of 1917 has been on the Italian front and in northern France. One mountainous, the other flat and marshy, they offer entirely different problems for overcoming nature in man's great battle for supremacy, but strange to say the break in the clinch of trench warfare came in the mountains of Italy.



On the Italian front, after the disastrous drive by the combined Austro-German forces, the Allies awakened to the need of reinforcing Italy with men as well as with money and munitions. Quick action in dispatching relief from the western battle-front aided Italy materially by renewing the morale of her troops, although she had already checked the Teuton tide sweeping on to Venice. Perhaps at this juncture the American troops in France served a great purpose, for they were ready to relieve the French and British sent to Italy's aid. The picture shows Italian reinforcements on the road to defensive positions along the Piave River.



Streams offer little resistance to the fighting men of all armies. Numerous ways are adopted of crossing them, but in Flanders where many of the rivers are shallow, simple portable bridges are used. They also serve in traversing marshy land that would impede progress. An experiment in gas attack is under way in the picture above.



A case of pick up your board and walk. These removable cork walks played an important part in many recent successful attacks in Flanders and France, not only in aiding foot troops to cross the marsh lands, but also in bringing up supplies and cannon.



The all-pervading gas is no respecter of persons and does not confine its diabolical work to the fighting forces. It steals its way far back of the firing line, and has overcome peasants who were not properly equipped to fight it. Every village in the fighting zone is now equipped for combating the deadly tool of Kultur. This entire family is furnished with gas masks from baby to grandparent.

From Outlying Points They Flock to the Stars and Stripes



NEWMAN AND BROWN & DAWSON

Porto Rico volunteers have taken the places of regulars who have gone to Panama to guard the Canal, thus releasing trained men for the front in France. It is not difficult to get volunteers for the service in Porto Rico, for the pay of the soldier and the quarters he is given far surpass anything to which the Porto Rican has been accustomed.



© BROWN & DAWSON

At the left above is shown a native chief of the Samoan Islands in full war dress, and at the right a native in the service of the United States. Until the outbreak of the world war the control of the Samoan Islands was divided between Germany and the United States. In 1914 German Samoa was captured by an expeditionary force from New Zealand. Natives such as those above are used in constabulary work under the command of U. S. marines.



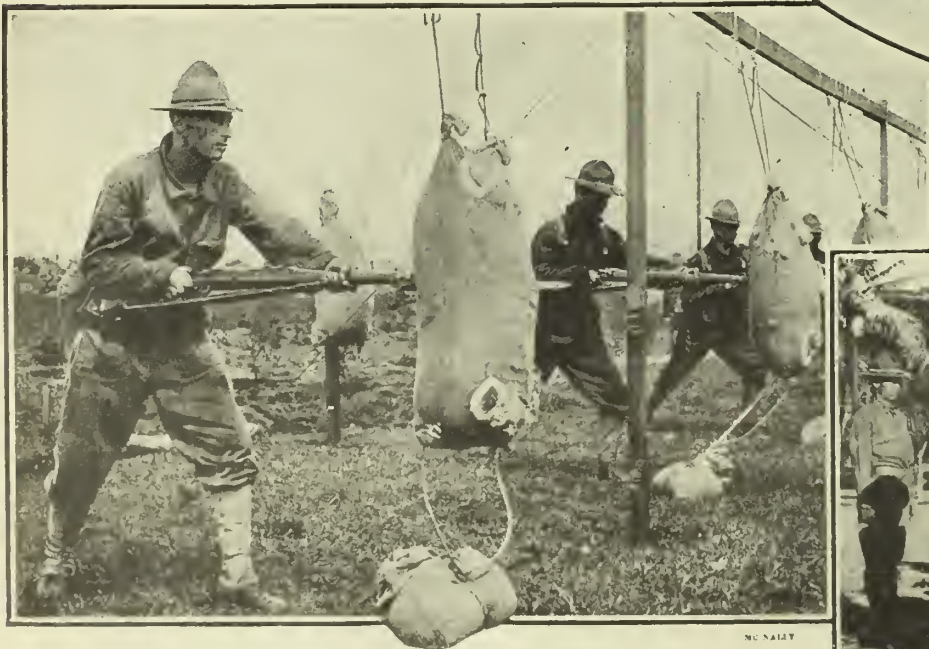
BUCH R. MILLER

American Indian nurses trained at Carlisle Indian School are seen above. Many Indian nurses have taken up work in hospitals in this country, and others are already in Red Cross units at the French front.

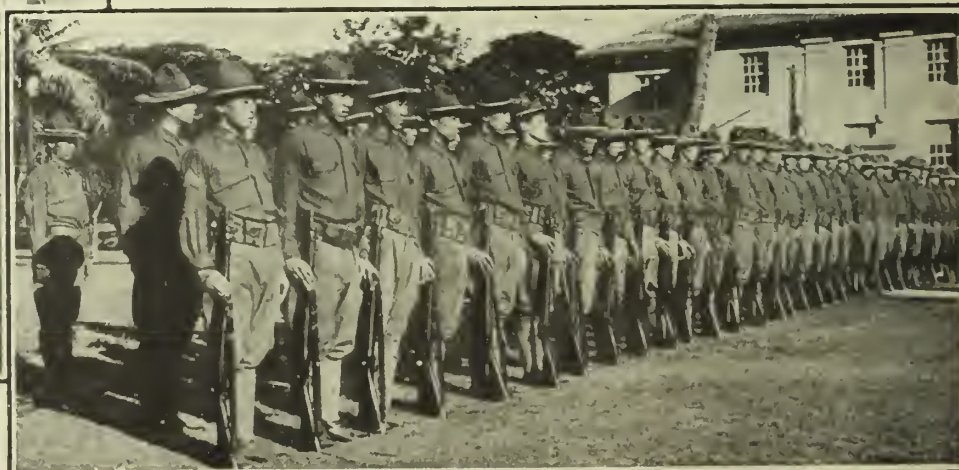


MC NALLY

England found her colonials rallying around the royal standard and likewise the United States found a kindred spirit among insular citizens. Hawaii, though over 2000 miles from the mainland, has a training camp all its own where 100 business men are trying for officers' straps. In the National Guard of Hawaii are 1000 Filipinos, ready to fight as hard for Uncle Sam as they once were to fight him.



MC NALLY



Hawaii has the first United States military unit composed entirely of Japanese ever enrolled under the Stars and Stripes, and it is hoped this will be a bond cementing the friendship of Japan and the United States. Every Japanese member of the unit is Hawaiian born. Above Hawaii militiamen are seen at bayonet practice and the picture to the right shows what

clothes can do to a Filipino. Hawaii's fighting forces probably include representatives of more nationalities than those of any other section of the Union.

Destruction at Stricken Halifax

Photographs from
International Film Service



When the shock came at the instant the *Mont Blanc* blew up, thousands of persons believed the Germans were bombarding the city. Survivors report that the force of the explosion was terrible, many persons being killed by the concussion; hundreds were hurled against buildings, posts and pavement with such force that they died instantly. Practically all the northern and older part of Halifax, known as Richmond, was shattered by the terrific concussion or wiped out by the fires that started at once. The more modern part, between North Street and Pleasant Point, was shaken as by an earthquake, but the more solid buildings resisted serious damage to a large extent. The monstrous energy suddenly released by the blast swept irregularly over the country about Halifax. It did vast damage in Dartmouth, across the bay. The concussion broke windows sixty-one miles off and killed a telegrapher at his desk four miles from the bay. In the picture above is a demolished church.



The great loss of life was in the Richmond district. This is built up for the most part of small wooden houses on narrow streets. Most of the dwellings were exposed to the full violence of the blow. Much of this section was flattened to the ground. Women at home, children at school and men at work were caught and crushed in a twinkling when their buildings sprung down on them like traps. When those who had escaped crushing in the wreckage could recover themselves they found fire in several spots in the Richmond section. Nothing could save great tracts from being burned over. The dead will probably never be more than approximately known because of the many families of whom no trace except burned bones is left.





JAMES MONTGOMERY FLAGG



AMERICAN PHOTO CO.

CUBA'S GREATEST GALA DAY DRAWS QUARTER OF A MILLION

In May, 1916, the Independence Day of the Republic of Cuba, Havana took the lead in the nation-wide celebration by dedicating a magnificent monument to General Antonio Maceo, the Cuban patriot. More than 250,000 people attended the unveiling, and 5,000 men marched in the parade. The soldiers, who were trained by United States army officers, presented an imposing spectacle. Cuba owes its independence to the United States, which freed it from Spanish misrule and without selfishness or reward placed the island republic on its feet as an independent nation; an example of national magnanimity that has no parallel in history.



CELEBRITIES
STUDIO



F. H. BOWELL

AFTER-DINNER SPEAKING ACROSS THE CONTINENT

In May, 1916, the Seattle, Wash., Chamber of Commerce held a banquet at the Hotel Washington, in Seattle, and invited the Hon. Chauncey M. Depew, and Mr. John A. Sleicher, of New York, to make the addresses. But it was not necessary for these gentlemen to journey across the continent. They merely went to the Western Union offices in New York, where

special telephonic connections had been established, and spoke to an audience 3,184 miles away. The small oval picture above shows Mr. Depew speaking into the transmitter and Mr. Sleicher listening for the frequent applause. The large picture shows the banqueters listening to the speeches through individual receivers with which the tables were equipped.

MAGNIFICENT PARADE OF WOMEN



NEW YORK'S GREAT SUFFRAGE DEMONSTRATION PASSING LESLIE'S OFFICE

October 23, 1916, a parade was held in New York City in favor of woman suffrage in which more than 30,000 women took part. Not only in size but in management, picturesque features and enthusiasm it was the greatest parade ever organized by women. The day was cool and fair and the route of the parade along Fifth avenue from Washington Square to Fifty-

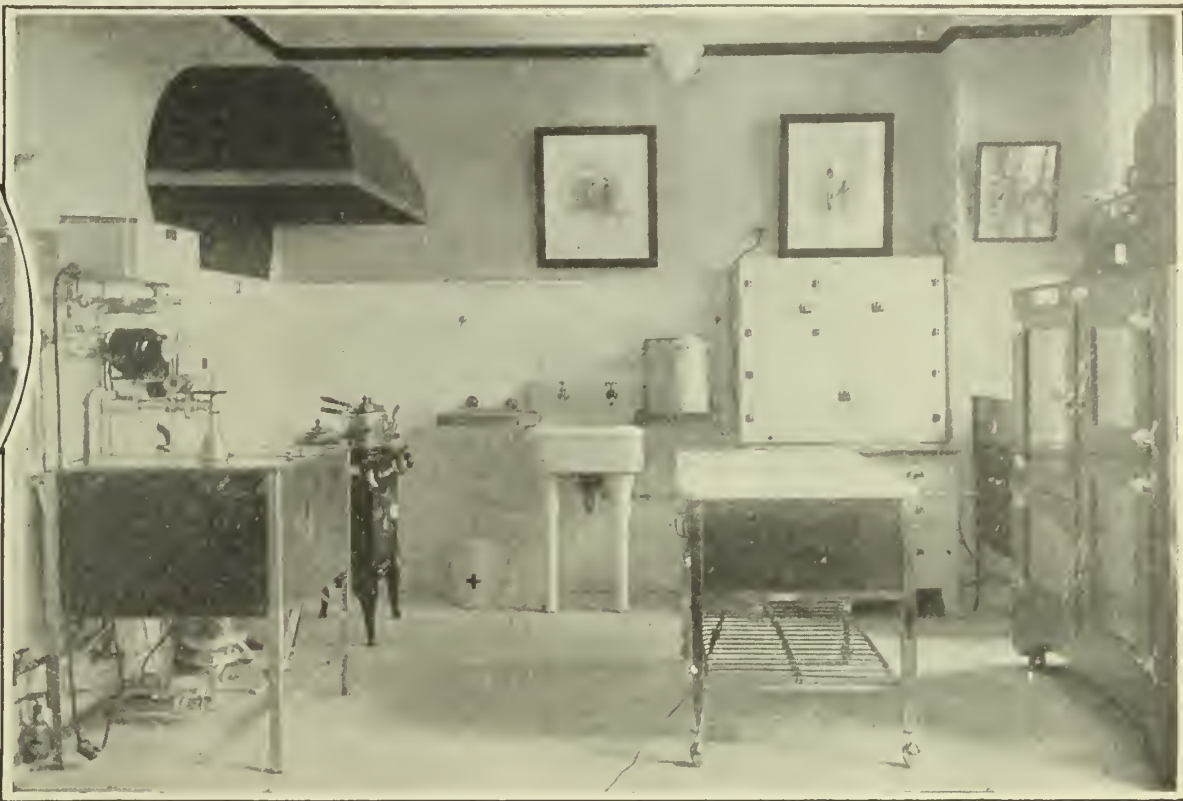
ninth street was lined with spectators. The demonstration was received with more enthusiasm than those of former years, and even the male suffragists were not jeered at by unsympathetic crowds as in the past. The splendid way in which the demonstration was handled made many friends for the cause. The campaign closed with 24 hours of street oratory.

HOUSEKEEPING A PLEASURE



SEWING MINUS THE EXERCISE

The stitch in time that saves nine becomes increased in its saving power when electricity runs the machine. It not only saves the usual number of stitches, but it saves the operator infinite weariness and worry.



CONVENIENCE IS THE KEY-NOTE IN THE ELECTRICAL KITCHEN

In the kitchen that is equipped with an electric range, an electric dish-washer and the other electrical devices designed to make culinary pursuits happy ones, the housewife's hardest work is opening the cans of "fresh" vegetables.



THE FIRST TIME THE PATTERN EVER SHOWED

All the dramas that open with the maid dusting off the davenport and musing about the young Marster's absence will have to be revised. The feather duster is decidedly unsanitary and, what is worse, it's extremely old-fashioned.



COMPANY TO TEA

Electricity has added style and beauty to the dining-table. The silver and china and the white linen all look more appetizing in the shaded light of electric candlesticks. Electric plate-warmers and casseroles add their part to the success of the meal, and the electric coffee percolator lends the final touch of triumph.



BLUE MONDAY HAS BECOME A HISTORICAL DATE

It is easy to have the same laundress two Mondays in succession if the laundry has been electrically equipped. Perhaps, when the electric washer and wringer and the big electric dryer have been installed, the lady of the house will prefer to fire the laundress and do the washing herself.



TUESDAY IS IRONING DAY

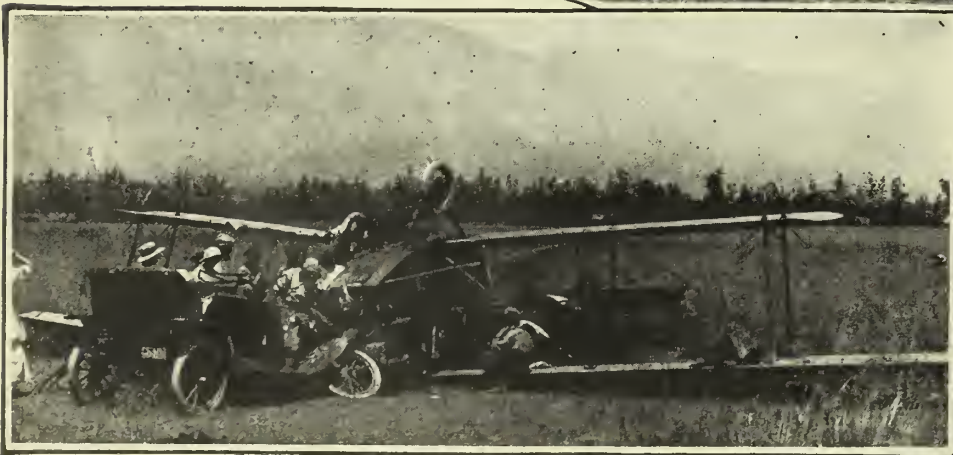
In the last few years over 8,000,000 electrical appliances have been purchased for home use. Of this number, 3,000,000 were electric irons which went to emancipate 3,000,000 rejoicing women.



GILMER

POWER AND PRIDE OF THE AMERICAN NAVY

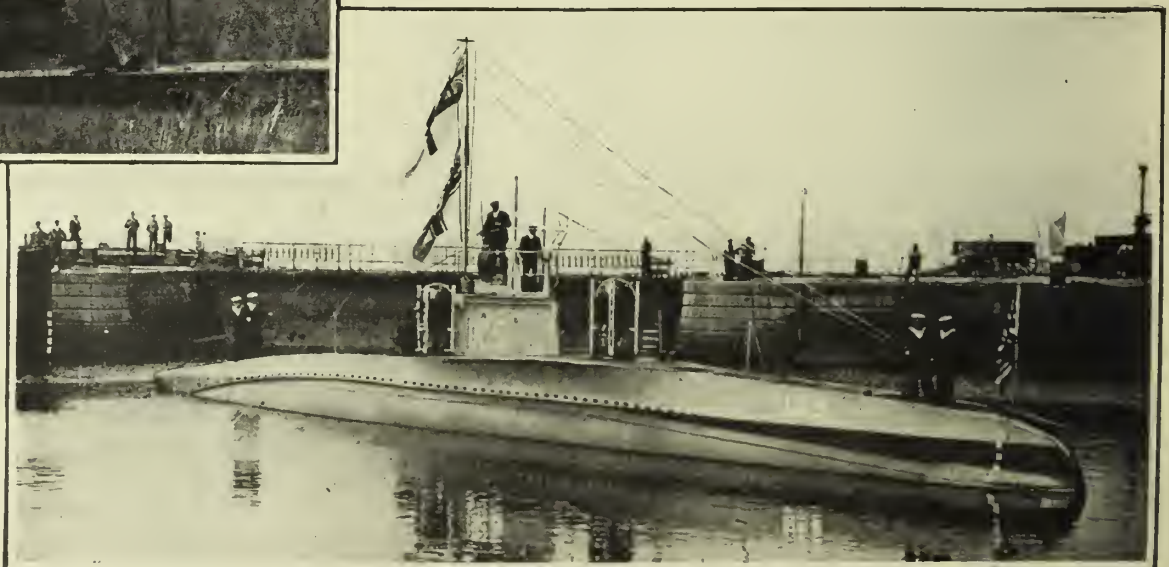
Battleships of the United States Atlantic Fleet moving in column during their maneuvers in the Caribbean Sea. These are among the finest specimens of naval architecture. Admiral Henry T. Mayo is commander-in-chief of the fleet and his flagship is the battleship *Wyoming*. The fleet comprises seventeen battleships, several cruisers and many lesser vessels. The maneuvers were highly successful, and ships and crews took a good step forward in preparedness.



FRAN

AIRSHIP WRECKS THREE AUTOMOBILES

Lieutenant S. H. Wheeler, of the Army Aviation School at San Diego, Cal., while flying in an aeroplane was forced to descend near Alta Loma for lack of gasoline. Later he attempted to rise again. Meanwhile a crowd had gathered in autos and other vehicles. As the aeroplane started it crashed into and damaged three motor cars, killing a four-year-old boy and severely injuring his mother. The aeroplane was overturned, but Lieut. Wheeler was only slightly injured. The accident was due to a rise in the ground between the starting point of the aeroplane and the crowd, hiding the latter from the aviator.



COPYRIGHT CENTRAL NEWS

A NEW TERROR OF THE SEA CAPTURED

German submarine mine-layer U.C. 5, caught in a sea battle by the British, shown in a dockyard basin with the British naval ensign flying over the German flag. In front and aft of the conning tower may be seen two globular mines which, by an ingenious device, can be projected from the vessel, while the latter is under water. The mines float about and discharge on contact with any passing ship.





JUST THE USUAL THING

Exclusive Photograph for LESLIE'S by Donald C. Thompson.

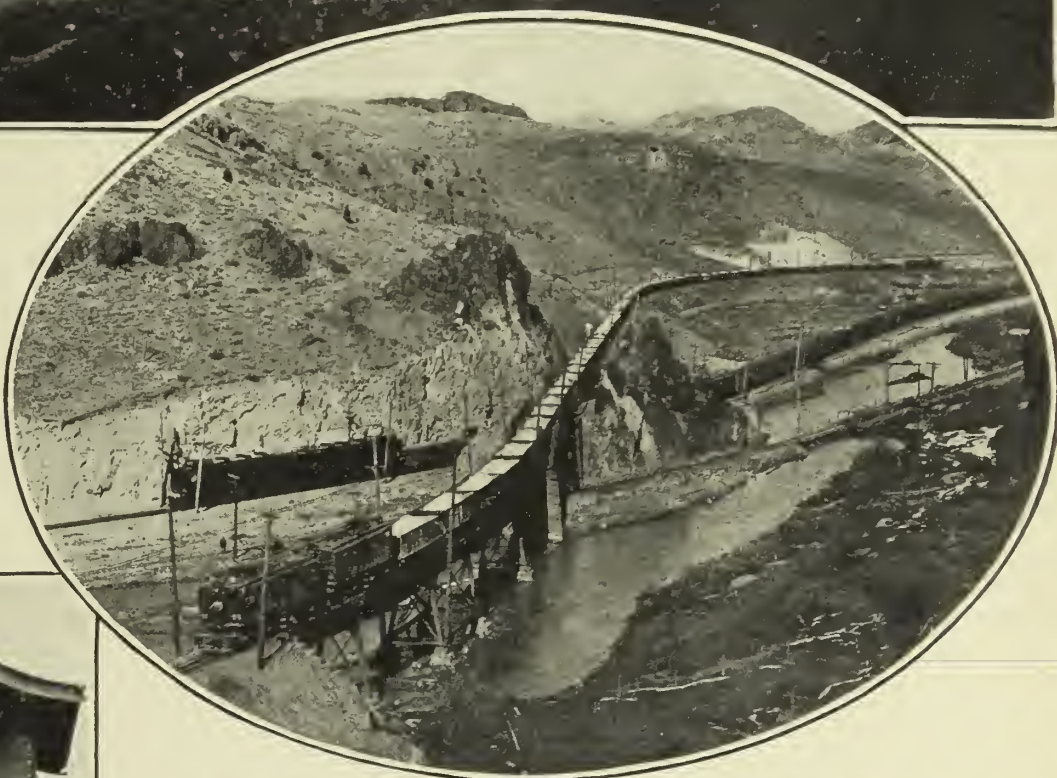
With four governments claiming control, the Bolsheviks, a Cadet Cabinet in Moscow, the rallying Provisional government, and a non-Bolshevik but Socialist government, a riot or two in Petrograd becomes just the usual thing. A motor truck turns its machine gun, and clears a block. Those on the next block don't care. On a recent Sunday in Petrograd, an armored car stopped for lack of petrol, making a fine target for some sailors hidden behind stacks of wood who at once opened with a volley. The cadets in the car replied too sluggishly to keep off one sailor who crept up to the car,

thrust his rifle in through a crack, and fired repeatedly. Other sailors rushed up, smashed the doors, dragged out the cadets, bayoneted them and passed on to other similar victims. The only man in Russia who can rest these days is the ex-Czar—and he's had to suffer the loss of one of the handsomest palaces in Europe. If the Bolsheviks were not such poor shots the Winter Palace, seen in the background, would be in ruins, but when some thousands of sailors fired ten shots from a field gun at a range of 250 yards, only one hit the building, making a hole in a picture, but leaving the frame intact.



A WHOLE LAKE RUSHES DOWN HILL

Tremendous outflow on the bursting of the dam of Kanuga Lake, near Hendersonville, N. C., in 1916. The picture was taken ten minutes after the barrier had given away. The collapse was due to saturation of the earthen embankment by long-continued rains. The escaping water laid bare the granite side of the mountain, and swept away tall trees, huge boulders, a furniture factory and an electric light plant. Fortunately there were no fatalities. The dam will doubtless be replaced with one of stronger construction and the lake restored as a pleasing feature of the picturesque landscape.



A GREAT RAILROAD GIVING UP STEAM FOR ELECTRICITY

Electricity has been installed as a motive power on the Chicago, Milwaukee and St. Paul Railroad. Thus far the electrification has taken place on 440 miles of track, running from Harlowtown, Mont., to Avery, Iowa, and crossing three mountain ranges. This is the most extensive steam railroad electrification in the world. The electric locomotives used are the most powerful ever built. The electricity is developed at Great Falls, Montana. The photo shows an ore train on the Butte, Anaconda and Pacific Railroad and a Chicago, Milwaukee & St. Paul freight train (lower track) hauled by electric locomotives.



THE PUBLIC BUILDING BEAUTIFUL

Chemical fire-engine station in a fashionable residence section of Portland, Oregon, designed to harmonize with the surrounding architectural scheme. The building is of the bungalow type and is surrounded by a spacious lawn with flower beds and a fountain.



GERMANY'S UNDERWATER BLOCKADE RUNNER PUTS AGAIN TO SEA

The submarine *Deutschland* starting from Baltimore on her return voyage to Bremen. She eluded all enemy vessels on her way to America and brought in a valuable cargo of dyestuffs, drugs, etc. In going back she carried rubber, nickel and gold of great aggregate

value. The little vessel passed out of Chesapeake Bay into the ocean on a dark and stormy night, unobserved by British naval vessels lying in wait for her. She was convoyed to the "three-mile limit" by the Tug *Timmins*, shown at the right.

BY WIRELESS TO GERMANY

BY HOMER CROY

BETWEEN nine at night and four in the morning there is a constant crashing and clashing of electrical apparatus in a small, low building at Sayville, Long Island. Just as the rest of the world begins to get sleepy this small, low building wakes up, for from it our wireless messages are going to Germany. All night long the small, low building pulsates with life and with the coming of dawn it quiets down. But there is no chatter of telegraph keys, no incessant rattle of sending instruments, for in this station there are no keys, but over all there sounds the sharp, staccato crash of the great coils of the sending apparatus, clattering in your ear.

The Telefunken station at Sayville, Long Island, is the most powerful in the world, flashing messages direct to Nauen, near Berlin.

Fifty miles out from New York City is Sayville, a small town whose principal industries are roadhouses and wireless telegraphy. Here the automobile parties stop for the few bites that always take many dollars, before running on into New York, but if it were not for the wireless station the town would never be heard of.

Near the ocean, dropped in a mosquito-infested field, the great Telefunken station sprawls over a hundred acres. A mile away it looks like a huge spider web, with all its slim poles reaching into the air, interlaced with slender wires. At the gate a watchman is on guard, and all along the way to the building are posted danger signs. People are constantly trying to slip in, not always with good intent.

The little, low building is rigged on every side with towering poles—antennae as they are called. Five hundred feet high they stand—almost as tall as the Washington monument. From these wires radiate the electric waves that leap to Germany. Great blocks of cement, big as corncribs, are set in the ground and to them are anchored the guy wires.

MEN AND MACHINERY

Inside the low, one-story building, squatting at the foot of the towers, are eighteen men working. Fourteen of these are censors for the United States Government, as for three months the navy has been in control of the Sayville station. Every message must be sent through them and received through them. The Telefunken employees operate the plant, but all messages have to be submitted to the government censors.

The great amount of electricity needed to generate a current whose waves will reach across the ocean is not made in the building, but brought from a neighboring town. The rooms are so filled with condensers, rheostats, coils and coherers as to make an untechnical head swim.

Wireless messages are not sent from Sayville by key as is popularly supposed; a far more modern method is used. In one corner of the room stands a machine that looks like a typewriter with a cover over it; but when you get to looking at it closely you notice that it hasn't the shift key, quotation marks, underlines and the little curly cues of an average board. When a key is struck it doesn't print an ordinary letter; instead it punches a hole in a narrow piece of paper tape. Each letter on the keyboard is represented by a certain number and arrangement of holes it punches in the paper. When the letter A is struck it punches two little holes, one at the top of the tape and one at the bottom.

This long tape of paper, pecked full of holes, is all there is to show for your message. The tape is about the width of baby ribbon and is made of specially prepared tough paper. It takes a good bit of tape to send a message, for twenty-three inches contains eight words of five letters each.

In the center of the tape is a narrow row of small holes into which a sprocket wheel fits, which conveys the tape through the sending machine. Above and below are the sending holes, the holes that make the message. The position of the dots above or below the line denote the words.

HOW MESSAGES ARE SENT

When the message has been put on the tape by the typewriter-looking machine, which strikes only holes, the tape is put in the sending box and begins running through, each of the holes stopping and opening the electrical con-

Every message is censored before it goes out. A government officer sits there with a blue pencil and if he suspects the message has another meaning than what is on its face he returns it to the sender; or he may paraphrase its meaning, saying the same thing in different words, which would of course upset the code message, if it contained one.

On an average one hundred messages a day go out of Sayville for Berlin. Most of these go at night, as the sending conditions are then better. When Germany gets these messages she send back the letter "R" repeated time after time. This means that she has received the message and understands. Messages come in to Sayville written in all kinds of languages: English, German, Russian, French, Portuguese. These are translated into English and turned over to the censors, who examine them carefully for hidden meanings before they are put on the tape.

RECEIVING COMMUNICATION

The messages from Germany come in by telephone. There is no listening at the key as in ordinary telegraphy. The clicks are so faint that they have to be reinforced. In a soundproof room, with double doors to keep out the clatter of the machines, sit four men, each with a telephone headpiece clamped to his ear, writing down the messages as fast as they come in. Two of these are in the employ of the Telefunken Company, and two are listening for the government. They may not understand what the message is, for it may be in some language unfamiliar to them; but with the letters on paper the translators write out what the English of the messages is and this is passed over to the government censors.

The message comes out of the soundproof receiving room written in lead pencil, oftentimes with some of the letters missing. If the message is not clearly understood word is flashed back to Germany and the message is repeated.

The four receiving men hand the message to the censor, who censors the message and hands it to a land-line operator who transmits it to the manager of the Postal Telegraph Company. He then puts his rubber stamp on the message. It reads:

Number.....
Time received.....
Postal number.....
Time sent to Postal.....
Number of words.....

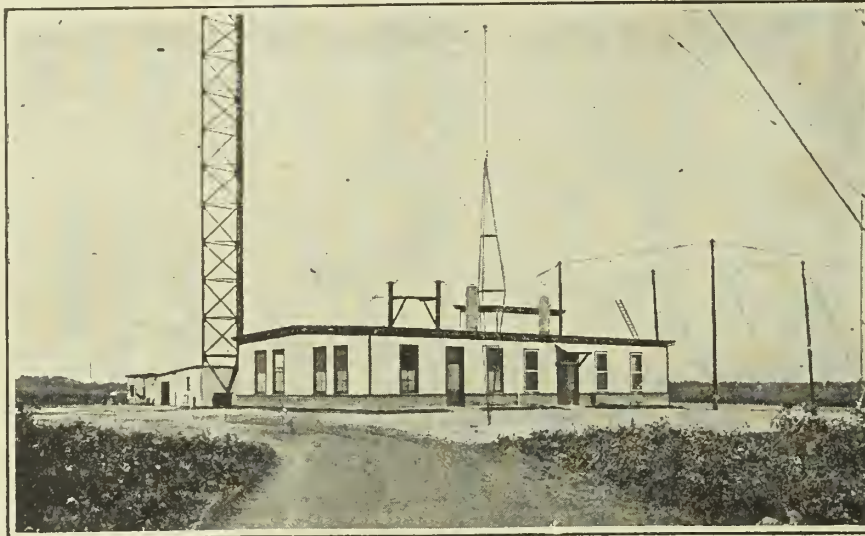
The message is then given to a stenographer, who transfers it to a form sheet, which is sent to the person or firm addressed, carbons being kept on file.

When the government sends a message to Germany it goes by code. As soon as Secretary of State Lansing has affixed his signature the message is taken by the Chief Clerk of the State Department to the cipher rooms. The different pages are distributed among the cipher clerks, who begin turning the words into code. After the message has been enciphered it is turned over to another set of clerks who check it carefully.

The secret code books of the State Department are guarded most carefully. Life is to be expended at any time to defend them. In fact they are guarded as carefully as the code books of the navy, whose covers are so heavy that when thrown into the sea in case of emergency they will sink instantly.

The importance of the wireless stations is enhanced by the fact that there is no free cable communication between Germany and the United States. At the very beginning of the war Great Britain cut the German cables and they have remained cut ever since. The only cable routes from continental Europe pass through Great Britain or France, and the German government is obliged to depend upon wireless for its official messages to this country. Even commercial messages by cable from neutral countries are censored. Not long ago a newspaper sensation stated that a way had been found to code forbidden information in an innocent commercial message by varying the spacing between the letters, but the story was never substantiated.

The speed with which our messages are flashed 4,500 miles to Germany is in strong contrast with the day in 1896 when the whole world was excited because Marconi had, after many months of ceaseless effort, succeeded in sending a message without wires for the astonishing distance of one and three-quarter miles.



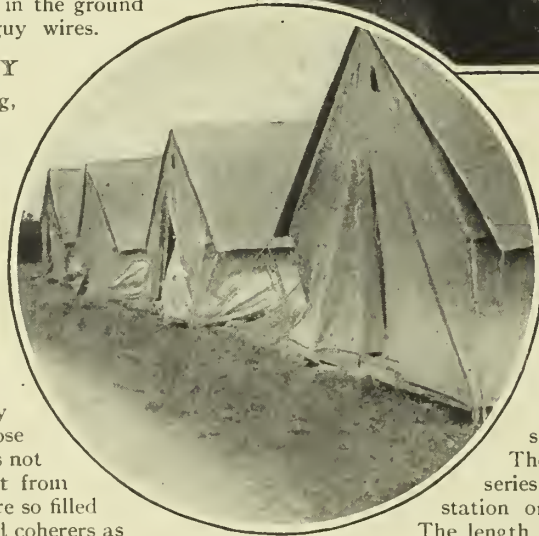
WIRELESS PLANT AT SAYVILLE, LONG ISLAND

It is the most powerful wireless station in the world, and together with a similar plant at Tuckerton, N. J., forms the only telegraphic link between the United States and Germany.



WHERE THE MESSAGES ARE SENT

Room full of noisy machinery that makes the head of the uninitiated ache. The receiving room, on the contrary, is made silent by soundproof walls.



QUARTERS OF THE CENSORS

They sleep in these tents—and the mosquitoes at Sayville have a national reputation.

tact. This makes the flashes. The operator has nothing to do; he has no key to press; his mission is to see that it runs through without interruption. The message is flashed across the Atlantic at the rate of 25 words a minute, but in case of necessity it can go up to 40.

The messages go across in a series of waves, with which the station on the other side is in tune. The length of the wave of the Sayville station is about five and three-quarter miles. There is very little likelihood that any amateur station will pick up the messages sent from Germany as the experimenter would have to have a very elaborate receiving instrument that is out of reach of the average person. However, the Telefunken station can pick up any amateur message that it wishes, or any communications with ships, but in the stress of business no attention is paid to these naverick messages.

The messages go to a small town near Berlin called Nauen, where they are placed on a land wire and forwarded to the capital. The charge for sending a message to Germany is 53 cents a word from anywhere near New York. The three cents is the price of the land wire to get it to Sayville.

As soon as the key is touched in America the message is in Germany, the time occupied in crossing being only the fraction of a second. In fact the message could go around the world seven times in a second.

ENGLAND HAS 50,000 WAR WIDOWS

casualties warrant. The records of the other nations at war show similar figures and the problem which confronts these various nations is the question of relieving the situation, which has already been given much consideration.

Not all of the 50,000 widows are in positions to earn their own livelihood or to support themselves on a pension of the customary amount. While in numbers, by far the larger part of the women were dependent upon privates—"Tommy Atkins"—yet the figures of the war records show a larger percentage of mortality among the officers than among the privates, and the widows of officers represent a large number in the total of those who look to the government for aid.

The Women's Emigration Scheme, recently suggested by the Salvation Army, aims at selecting thousands of these widows for emigration to Great Britain's various colonies.

PHOTO COPYRIGHTED BY E. O. HOPFF



LADY ELCHO

Lord Elcho, her husband, who had entered the army as a volunteer, was killed in action at Katia, near the Suez Canal, in 1914. He had been wounded twice, previously.

At the present time the Board of Pensions in England has over 50,000 war widows, more than 100,000 orphans, and 70,000 disabled men to deal with. It has received £1,000,000, and has been promised by the Exchequer £5,000,000 more, and further amounts as the number of



THE HON. MRS. GEOFFREY PEARSON

She is the widow of the youngest son of Lord Cowdray, Hon. Geoffrey Pearson, killed in France, where he was a dispatch rider.



HON. MRS. ALAN MACKENZIE

Her husband, Captain Alan Mackenzie of the Grenadier Guards, died of wounds received in battle. She is the daughter of Viscount Knollys.



LADY JULIET DUFF

The widow of Major Robert Vivian Duff who was killed in action in France in October, 1914, is the daughter of the Marchioness of Ripon and owns the most magnificent estate in Wales.

It is pointed out that this plan will contribute towards reducing the overwhelming female population in England which, before the war, exceeded the number of males by nearly a million and a half despite the fact that the proportion of male to female births was 1038 to 1000.

It is also suggested that the colonies will benefit by this scheme because of their present inadequate female population. Also, it is expected that the widows and their families adopting this scheme will derive much benefit.

The sending of suitable women to the colonies where they may meet with offers of marriage, is one way of meeting the problem, although it is not a permanent solution.



MRS. GUY DU MAURIER

Her husband, the soldier-playwright, Major Guy du Maurier, was killed in action. He was the author of the play "An Englishman's Home" which appeared at the time when Lord Roberts was making his most strenuous efforts to arouse England to the menace of a war with Germany. The play caused a great sensation and is still a great recruiting power. Mrs. du Maurier is active in Red Cross work.



LADY MOYA CAMPBELL

Lieutenant Allan W. G. Campbell, of the Coldstream Guards, was killed in action early in the war. His widow, who is the second daughter of the Marquis of Sligo, has been aiding the work at one of the Y. M. C. A. army canteens.



MRS. LA TOUCHE CONGREVE

She is the youngest daughter of the well-known actor, Cyril Maude. Her husband, Major W. La Touche Congreve, was killed in battle, July 20th, 1915.

MEXICO'S "VETERAN" ARMY



PLENTY OF MACHINE GUNS

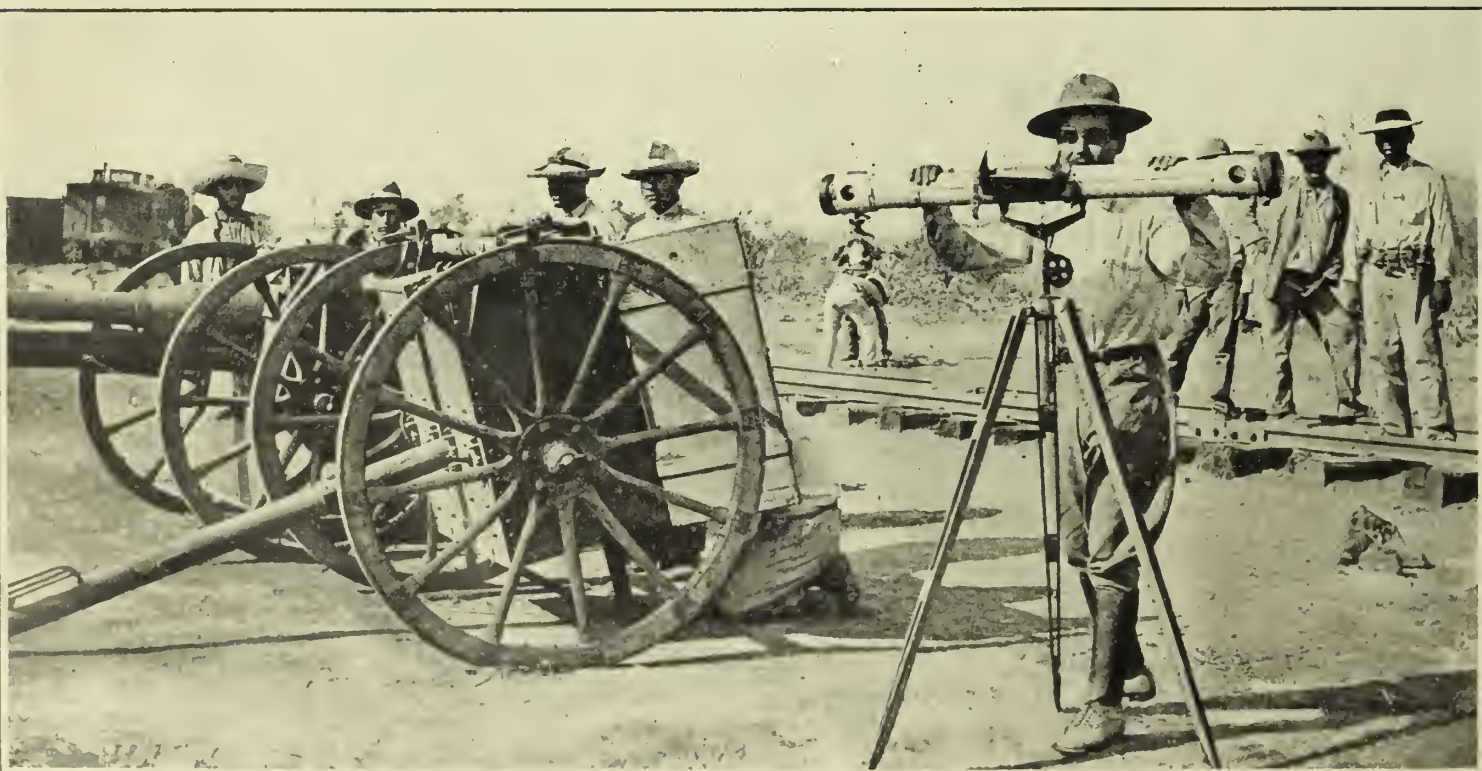
Much has been said about Mexico's "veteran" army which may be arrayed against United States troops some day. It is variously estimated in size from 120,000 to 150,000 men. It is equipped largely with Mauser rifles of an old pattern, although many thousand Winchester and other American guns are carried. As our photographs show, machine guns, artillery and modern range-finders are not lacking. The machine guns were mostly made in the United States and the Mexicans probably have more of them than our army. The Mexican army, however, is an undisciplined aggregation of bandits.



CAVALRY IS THE MOST USEFUL ARM OF THE SERVICE IN MEXICO

The major portion of the Mexican forces are mounted, though horses are reported to be scarce, because of the wastage of brigandage and war. The distances are so great and the country so

rough that infantry is not good for much but garrison duty. The Mexican cavalry is badly equipped, but of great endurance. The families of the men follow the army on horses and burros.



FIELD GUNS POINTING NORTHWARD

These photographs were taken in northern Mexico and show the flower of the Mexican forces. The artillery consists of small field guns, few of them being larger than 75 millimeters.

THE PASSING OF PABLO LOPEZ

DRAMATIC PICTURES OF THE EXECUTION OF VILLA'S CHIEF BANDIT



ALL CHIHUAHUA CITY OUT TO VIEW THE SPECTACLE

Pablo Lopez, Villa lieutenant and boss brigand, was shot to death in Chihuahua City, June 5, 1916. Among his many crimes was the massacre of 17 Americans at Santa Ysabel and the Columbus, N. M., raid. He was wounded after the raid and captured and turned over to the Carranza military authorities.



ARRIVING AT THE PLACE OF EXECUTION

Lopez was still lame from his wound and walked with a crutch and the help of a soldier to his place against the wall. He had been brought from prison in a coach. While waiting he chatted with his guards who gave him cigars that he seemed to enjoy.



WITH HIS BACK TO THE WALL

Bad man that he was, Lopez was no coward and smiled as he asked General Lopez Ortiz to be allowed to sit down because his wound pained him.



FIVE BULLETS STRUCK HIM IN THE BREAST

The bandit falling to earth as the shots rang out. This is a remarkable picture, and with the others on this page, was made by a spectator whose safety would be imperiled if his name were published. These photographs were sent exclusively to *Leslie's*.



THE TIRA DE GRACIA

The so-called "mercy shot" is fired into a vital spot as soon as the condemned man falls before the firing squad. In the case of Lopez two such shots were fired before life was extinct, although five bullets had passed through his body.



THE PENALTY PAID IN FULL

Whatever may be the fate of Villa, the arch-bandit—and many think he has died of wounds in his mountain retreat—his chief lieutenant did not escape a well-merited death. Lopez delighted in murder, robbery and crimes of violence. He posed for a time as a patriot, but, like his chief, could not conceal his real nature for long.



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NEVER FORGETS HIS HOME TOWN

John N. Willys on board his yacht *Cyprus*. Mr. Willys is one of the many men who have been made millionaires by the automobile business. In his youthful days he had a sporting goods store in Elmira, N. Y., and he never forgets his home town. In addition to many other benefactions he secured the location of the Morrow manufacturing plant there, which gives employment to 4,000 people, and is being expanded as fast as houses can be built to shelter additional employees.



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GOVERNOR HUGHES AND HIS ENTIRE FAMILY

This is the first picture ever made of Charles Evans Hughes and his entire family, including his two grandsons. It shows a typical American family, and one which is the chief pride of the man who aspired to the highest honor within the gift of his countrymen. From the left to right: Miss Elizabeth Hughes, Mrs. Charles Evans Hughes, Miss Katherine Hughes, Charles Evans Hughes, Miss Helen Hughes, Charles Evans Hughes III, Charles Evans Hughes, Jr., Mrs. Charles Evans Hughes, and Stuart Hughes.



DONALD C. THOMPSON

A QUEEN'S SYMPATHY

Former Queen Amelie of Portugal (to the left in the photograph) is living in Paris. Recently she visited a hospital where a young soldier who had been awarded a decoration was about to die. The officer who was to confer the decoration had not arrived and the physician was afraid the soldier would not live to receive the coveted honor. "Shall I confer it?" asked the queen, and the hospital authorities urged her to do so. So she bent over the dying man and pinned the *Croix de Guerre* on his bosom. She then kissed the dying man on each cheek, as his general would have done. The soldier died that night with a smile on his face.



FACE PHOTO NEWS

KING GEORGE IN A HISTORIC PHOTOGRAPH

This picture shows a group of men who are making history, and who will not, in all probability, ever again be photographed together. It was taken during the recent visit to France of King George V of Great Britain. From left to right the men are: General Joffre, President Poincaré, King George, General Foch and General Haig. The king, in company with President Poincaré, inspected the Allied armies which are under the supreme command of General Joffre. General Haig is in command of the British army in France, supposed to number nearly 3,000,000 men. General Foch is the man whom military critics now generally credit with winning the Battle of the Marne in September, 1914.



A CHAMPION CORN GROWER

James Howard Kehler of New York with a stalk of corn from his farm had himself photographed in front of his office building, across Fifth Avenue from Leslie's office. Mr. Kehler said: "I have grown corn 12½ feet high at 39; there's no telling how high it will grow before I die. And I grew this corn on my farm near Chicago from my office in the Fifth Avenue Building."



VETERANS OF OUR GREAT WAR AGAIN MARCH AT THE CAPITAL
Parade of 10,000 former soldiers of the Union who fought in the war between the States, and who in 1916, during the G. A. R. 49th annual reunion at Washington, marched over the same ground they did fifty years ago in the grand review at the close of the conflict. A feature of the procession was an immense flag carried by 300 veterans. President Wilson is shown in the oval reviewing the line of aged men.



TERRIBLE AND UNIQUE EXPLOSION

EVANS

A spark from the hammer of a workman repairing the car ignited a 250-barrel tank car of gasoline in the Santa Fe Railroad yards at Ardmore, Okla. A fearful explosion ensued. Two blocks were razed, many buildings burned, 50 persons lost their lives, and 200 were injured. The damage to property was \$1,000,000. Cars marked 2 and 3 on either side of the exploding one (1) did not explode.



AFTER THE ARDMORE DISASTER

WORLD NEWS BUREAU

Débris from the Pennington building in Ardmore was blown across the street and piled against the veranda of a dwelling that was scarcely damaged. The hotel next door was partly wrecked.



SHATTERED BUILDING SWEEPED BY FLAMES

WEBB & FOXVILLE

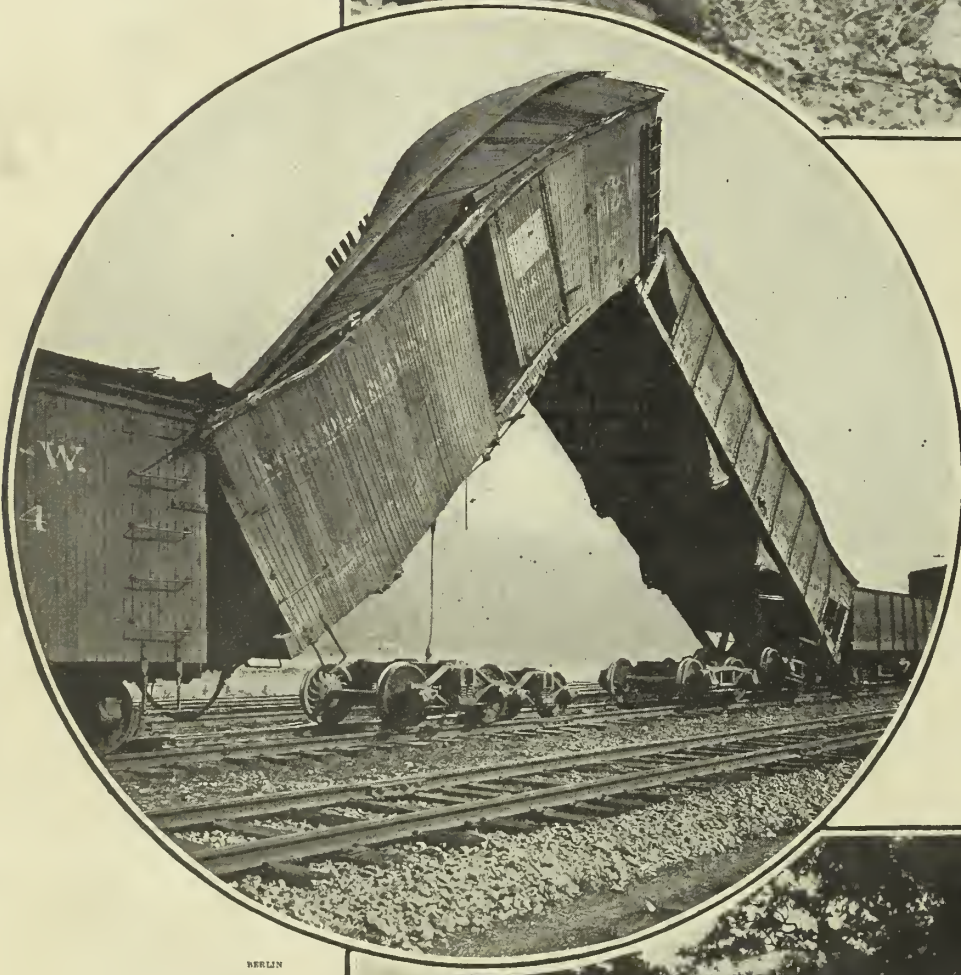
The Whittington Hotel (at left), which was badly damaged by the explosion at Ardmore, and the Pennington Building (at right), which was wrecked, the ruins taking fire. The fire department fought hard to put out the

flames. Several persons perished in the hotel and 50 were hurt. Only one employee escaped from the Pennington Building and many bodies were recovered. Twenty-five colored persons were killed in the collapse of a theater.

TURKEY'S FIGHTING VETERANS

PAGE PHOTO NEWS

Infantry resting on a march some place in European Turkey. Turkish troops are all conscripts, are poorly fed and paid, yet they are usually brave and efficient soldiers.



CARS TORN FROM TRUCKS

BERLIN

A smashup on the Pittsburgh and Lake Erie Railroad near College, Pa., in October, 1914, resulted in two freight cars being torn loose from their trucks and left in the freakish position shown in the photograph. One of the cars was an old wooden one while the other was of modern steel construction, but they both fared alike.



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DAIRYMEN RESORT TO VIOLENCE

A price dispute between the dairymen who produce the milk that supplies New York City and the distributors who sell it to the people resulted, finally, in a "milk strike." Most of the producers refused to ship milk and took energetic measures to prevent others from doing so. Hence we had the spectacle of millions of people suffering from a shortage of milk, while only a few miles away milk was poured on the ground to prevent its being sent to market.



WACO, TEX., PILES SURPLUS COTTON ON THE STREETS

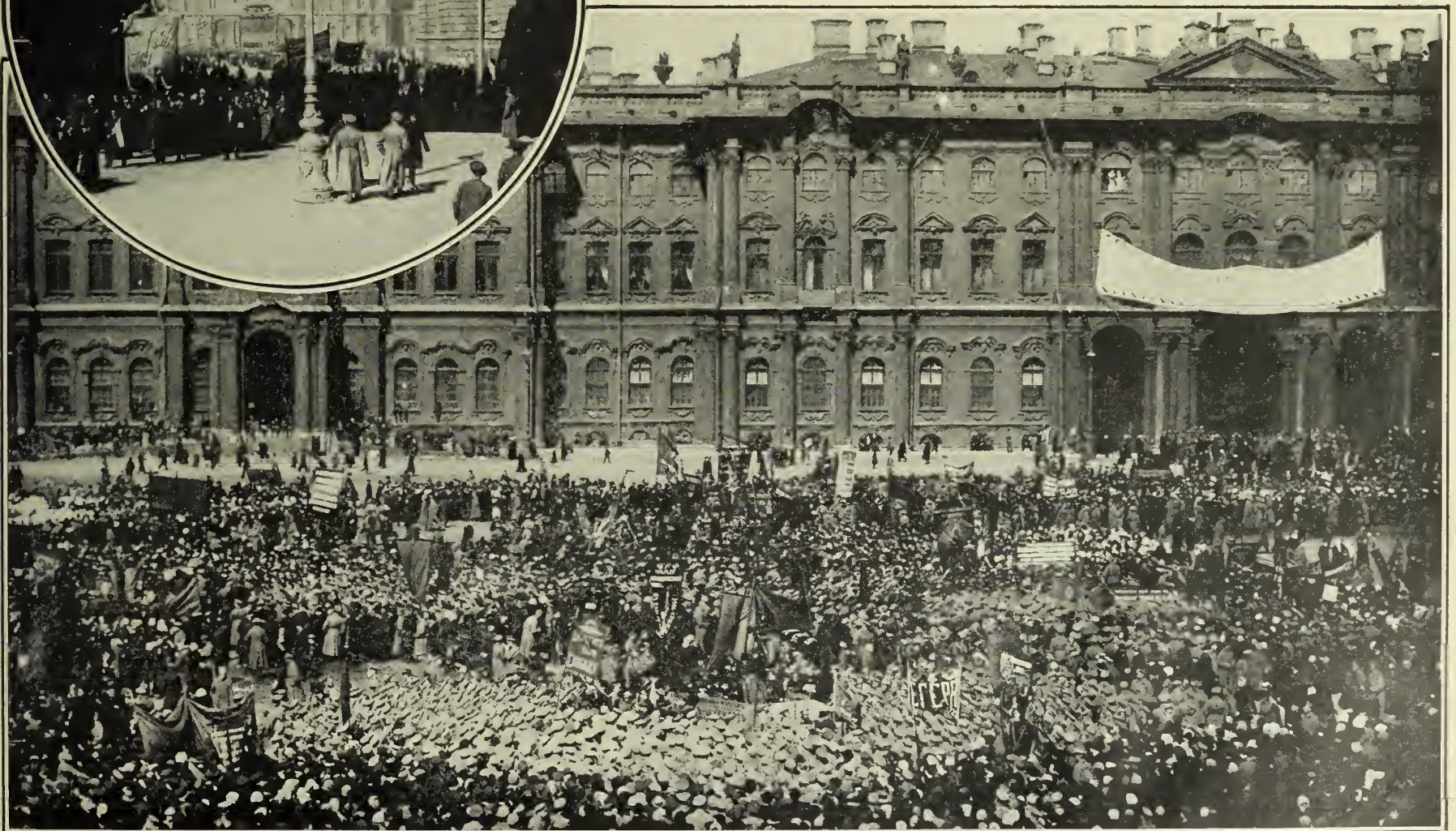
BLONESTON

Anarchy's Chaos in Russia

Photographs from DONALD C. THOMPSON



During the first week of November the Bolsheviki element in Russia, made up of the extreme radicals led by Nikolai Lenine, gained control of the Petrograd government and the city of Moscow. Kerensky, the premier, was deposed and the new leaders announced the new government's intentions: To propose an armistice to go into force at once on all fronts and to offer all nations a democratic peace based on no annexations and no indemnities. Above is a Petrograd street scene showing crowd listening to soap-box orators.



This great crowd made up from all walks of life is making a demonstration in front of the Winter Palace. For weeks conditions in Russia have been growing worse steadily. Everybody has been too busy settling affairs of state on the street corners to worry over the production of necessities and now that winter is upon the country a famine

is imminent. The anarchists who forced Kerensky from control plan for an immediate redistribution of all land. In the circle is a gate to the Winter Palace, formerly the home of the Czar and more recently of Premier Kerensky, which is likely to be the scene of much street fighting, as civil war now seems imminent.



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THE HIM OF HATE

DONALD C. THOMPSON
STAFF PHOTOGRAPHER FOR LANSER'S

THE NAMELESS DEAD

French soldiers searching the remains of a German, killed months before, in the hope of finding some means of identification. Each soldier carries a metal plate on which is engraved his number. When these plates are found on bodies they are sent to a special division of the war office, and if they are from the bodies of enemies are forwarded to the war office that issued them. The corpse in the picture had laid in "No Man's Land," the shell-swept space between the hostile trenches where there is no burial for the dead nor succor for the wounded. After the French advance this strip was cleaned up and a new "No Man's Land" was created between the new lines.



TERRIBLE TROLLEY TRAGEDY

Twenty-five persons were killed and 63 injured in a trolley wreck seven miles from Johnstown, Pa., in August, 1916. One car was standing still near the car barn at Echo when another, in charge of motorman Angus Varner came down a steep grade and crashed into it. The runaway car had been seen rushing past the station at Brookdale, with Varner frantically waving his arms. It was so obviously not under control that the power house shut off the current, but not promptly enough to prevent the crash. The cause of the accident is still a mystery.



THE "OKLAHOMA" IN DRY DOCK

One of Uncle Sam's new and formidable sea fighters as she appears when not afloat. Note the shape of the hull below the water line. The *Oklahoma* has a tonnage of 27,500 and carries ten 14-inch guns and twenty-one 5-inch guns. She can make over 21 knots an hour.



MAKING IT HOT FOR THE I. W. W.

One season the I. W. W. (called the I Won't Works throughout the district) invaded the Minnesota and Dakota wheat belt in an effort to organize the harvest hands and cause a strike. The menace to the farmers grew to large proportions in a few days and organizations called "The Minute Men" were formed to rid the country of the agitators. Our photograph shows a party of Mitchell, S. D., citizens holding up a train on which a number of these I. W. W.'s were beating their way into the town with the avowed purpose of taking possession of it. The trouble makers were promptly subdued.

THE HORRORS OF "NO MAN'S LAND"

Remains of dead soldiers, gathered for burial, after the French advance on the Aisne. These men had fallen between the trenches during the months of fighting that preceded the French drive, and so constant was the fire from both sides that they could not be buried. After the French lines were pushed forward, "No Man's Land" was cleaned up and the poor wrecks of war—reduced to skeletons—were buried in long trenches. Note that many of the skulls have been crushed, probably by shrapnel. The dead were both French and German.



PHOTOGRAPH BY DONALD C. THOMPSON,
STAFF PHOTOGRAPHER



WILL-EMERSON

MISSIONARIES MURDERED IN JAPAN

Funeral of Rev. and Mrs. W. A. F. Campbell, American missionaries who were killed by a robber at their home in Karuizawa, Japan. This was the first murder of a foreigner in Japan in twenty-five years and all the foreigners in the country were greatly excited over it. The Japanese people also deplored the tragic affair.



COPYRIGHT TROUT

CRACK RIDER OF A TER- RIBLE STEED

Jesse Stahl, one of California's noted cow punchers, mounted on Glass Eye, a famous outlaw mustang, at the Annual California Rodeo held at Salinas, Cal. The animal plunged furiously, trying in vain to unseat its rider. Many hundred cowboys have attempted to ride this horse and Stahl is one of the few who have succeeded in doing so.



ROULETTE

HOT WEATHER WRECKS A TRAIN

Intense heat buckled the rails on a curve near Hutchins, Texas, in 1916, and caused a passenger train to leap from the track and plunge down an embankment. The locomotive and four cars were derailed and the engine turned over on its side. Three men were killed and thirty persons were injured. The coaches were all of steel and this saved the lives of scores of passengers.



WHERE IS THE COW WITH THE CRUMPLED HORN?

PRATT

All "Egypt," as the southern end of Illinois is known, was represented at the 1916 Dairy Day, at Litchfield, attended by over 50,000. The parade, which was two hours in passing, and the various exhibits were planned to stimulate enthusiasm in better dairying. Commissioner W. Scott Matthews, of the State Food Department, and Governor Dunne attended the big barbecue which was one of the attractive features.

JAPAN'S CROWN PRINCE INSTALLED

KATO

All Japan, in November, 1916, celebrated the installation of H. I. M. the Crown Prince as heir to the Japanese throne. Traffic was suspended along the streets which the imperial procession traveled, in order that the crowds of spectators might be accommodated. The Tokyo municipality decorated the entire city in the style shown in the picture and Yokohama and other large cities were not far behind in observing the occasion.



MC DOUGILL

A RAILROAD WITH NO TRACKS

The process of hauling logs from lumber camps in northern Wisconsin has been materially simplified by the use of steam trains which run on roads of ice. The train shown in the photograph makes two trips each day from Kempster to Antigo, a distance of eight miles, each time hauling from 80,000 to 100,000 feet of maple, birch and hemlock logs. The engine requires the attention of an engineer, a fireman and a chauffeur who sits at the steering wheel.



CLAXON

REMOVING 250,000 BUSHELS OF BURNING COAL

Spontaneous combustion was responsible for the raging fire in the 250,000 bushel coal pile of the Southern Railroad, at Lawrenceburg, Ky. A continuous stream of water thrown

on the pile for several days did not check the fire. Finally the coal was loaded on steel cars by a steam shovel and carried away, much of it still burning.

THE UNSEEN ARMY

SPIES WHO PLY THEIR STEALTHY CALLING WHERE BIG GUNS ROAR

BY DR. WILLIAM ALDERSON

manding. It was, of course, rather a nuisance to have to issue a dozen such passes a day and to have to show your own British Army pass every few

minutes, but it served one purpose in at least stopping for a time the activities of the spies.

CIVILIANS AS SPIES

Not all the spies, by any means, are soldiers who take their lives in their hands and face a disgraceful death by assuming an enemy's uniform, and thus equipped enter their opponents' lines. It is, unfortunately, true so long as a high enough bribe is offered there will always be found men—and women—who will sell their country. So, in many cases on the battle front, French and Belgian citizens were found to be in the pay of the enemy.

It was undoubtedly an inhabitant of the village who gave the news of the visit of the Prince of Wales to the town near Ypres. It was only a few weeks later that the President of France, accompanied by a number of high British and Belgian officials, visited the same village for the purpose of viewing the preparations which were being made to repulse a possible attack. Hardly had the party arrived when word was flashed to the German lines and within 15 minutes shells were dropping all around the President and his entourage. One man was killed and two wounded before the party sought safety in flight.

Probably one of the most daring feats performed by spies was when a score of Germans dressed themselves in uniforms of various British regiments—taken from the dead, wounded or prisoners—and marched boldly into the French lines. When stopped by a French sentry who asked where they were going, the leader—who wore the uniform of a corporal of the Wiltshire Regiment—said they were looking for a bathing place and had been told to take that road. Had it not happened that a British staff officer was passing through the village at the time they would have gone on in safety, but he stopped his car and started to question the corporal. He noticed that the men were wearing the insignia of different regiments and that instead of every man carrying a towel there was only one towel in the whole party and, also, that they carried their rifles and side-arms, which is not usually the case with a bathing party. Passing rapidly on to the nearest post the officer gave the alarm, with the result that the supposed British soldiers were surrounded a little further up the road, disarmed and questioned. When their names appeared in the casualty lists later they were probably marked "Missing."

BETRAYED HER EMPLOYERS

If the Belgians, after the war, ever get possession of a certain servant girl she will not last very long. The story—which is thoroughly authenticated—is that she was for 18 years in the employ of a family in Ostend. When the Germans occupied that city her employers remained there and by means of a wireless outfit installed in the chimney of their house, gave information to their fellow-countrymen at La Panne. A reward of 25,000 francs was offered for information regarding the source of the news

which was going out and—the servant accepted the bribe. The wireless messages ceased and the couple are occupying one grave in Ostend.

At the outset of the war the Allies were what might be termed "super-careless" regarding the possibility of spies getting into their ranks. Now they are just as strong in the other direction and it is practically impossible for even the most harmless civilian to approach the real front, no matter how good an excuse he can give. Red Cross units furnished a great chance for spies until the British government united with the French in suppressing their activities and insisted that they should not get nearer than Calais and Boulogne or, in some special cases, Dunkirk.

For this reason it is true, despite stories to the contrary, that the only Red Cross or volunteer organization within reasonable distance of the real front in Belgium are a Quaker organization and the American Ambulance Corps.

SPY!! Epithet of contempt throughout the world—and yet—it takes nerve to be a spy—under some conditions. Not the spy who does his work in a neutral country and by means of bombs, reports (mainly untrue), or such methods endeavors to assist the country he claims as his own, but the spy who on the very battle-front takes his life in his hands—and, more than that, knows that if captured he will fill a dishonored and unknown grave—he is worthy of some little praise.

Not until this great war is over—and probably not even then—will it be known how many men and women, on both sides, have laid down their lives in this way in pursuance of what they believed was their duty. And, just as in the War between the States there were men and women spies who today are honored for their services for North or South, so, it is sure, after this war, there will be many who will receive their meed of praise for their work—and its reward.

Tales of the German spy system have been written often; of concrete platforms erected within big-gun distance of every important city of France, England and Belgium; of sign-posts erected along European highways with code signals thereon indicating strategic points, and of the super-spy who with millions at his command bought up the cherished secrets of possible enemy nations. Of these I know nothing, but of the actual work of spies on the front something can be said.

NARROW ESCAPE FOR THE PRINCE

About a week after the first big "gas attack" of the Germans on the Western front, H. R. H. the Prince of Wales, came in his motor to the little village of Woesten, about two miles from Boesinghe, where the enemy attempted to break through on their drive for Calais. From the church tower of the village it was possible to view the German lines and, much against the wishes of those with him, the Prince ascended the tower. Only a few minutes were spent in the village and the party quickly drove away, but within five minutes a brisk shelling took place and one shell landed very accurately in the tower where ten minutes before the Prince had been standing.

In the same village, a few days later, two soldiers in British uniforms were noticed going in and out of the church. The village being in the French lines and British soldiers having no official business there, some remark was made and an investigation started. From the tower there was found to be a field telephone line leading to the German trenches! The visits of the men and the discovery of the line all took place within 24 hours so there was little, if any, harm done, but—there is a certain amount of credit coming to the men who took such a chance to do what they, at least, thought was a patriotic duty.

The spies who put on the uniforms of their enemies and thus endeavor to obtain information or do some damage to their opponents are, as a rule, very careful to mingle only with those who will find it difficult to realize that they are not what they seem. Thus, in the French lines the spy wears an English uniform, and in the British zone a French or Belgian uniform is more or less of a passport. When the Belgian Army was uniformed last summer in clothing much resembling that worn by the British many German spies were able to get through the French lines and into the area occupied by General French's forces. This caused the issuance of a general order to the men of the three armies forbidding them to enter the district occupied by the troops of either of the other two nations unless in possession of a pass signed each day by their officer com-



CHURCH WHERE SPIES WERE FOUND

It is in Woesten, near Ypres, and it was from its tower that the Prince of Wales viewed the German lines and missed death from a shell by a margin of only a few minutes. Later a German secret telephone system was found in the church. The building has since been totally destroyed by shell fire.



ONLY WOMAN NURSE AT THE FRONT

Mlle. Elizabeth Vander Ghote, daughter of the Waterworks Commissioner of Ypres was the only woman nurse with the British Red Cross in the Ypres section. She was interpreter for the unit. She is shown standing in front of her demolished home. Her fearlessness was remarkable.



ROYALTY VISITS THE FRONT IN FRANCE

King George and the Prince of Wales, with President Poincaré and General Joffre reviewing troops in France. When dignitaries visit the front their movements must be quick and secret, as enemy spies are likely to reveal their whereabouts and subject them to a furious bombardment.

THESE ANIMALS WENT TO WAR



FIRST AID TO A FIRST-AID DOG

Animals of many kinds have found their way into the trenches as mascots or for practical use. Some of the most valuable animals, in warfare have been the Red Cross dogs. They search battlefields for wounded and by barking or otherwise attract rescuers. A French Red Cross man is bandaging the wounds this dumb hero received in action.

FACH PHOTO NEWS



A MASCOT WITH A FAMOUS NAME

Perhaps it was because he loves a fight that the British territorials named their pet "Roosevelt." The cub is as fond of his companions as they are of him and their military appearance gives him no alarm.

BROWN BROS.



UNDERWOOD & UNDERWOOD

AN AVIATOR'S PLAYMATE

Lieut. Effinoff, the Russian aviator, might have chosen a more appropriate mascot than this lion cub.



UNDERWOOD & UNDERWOOD

RUSSIAN PETS, GERMAN BY ADOPTION

The little pig that went to market went to 30 cents a pound. The little pig that stayed at home soon followed his brother to market. This little pig went to war as a Russian pet but when the victory went to the Germans he went with it. The fawn and the colt were also adopted as pets—until the colt should be big enough to be useful and the scant meat supply should create a demand for venison steak.



FACH PHOTO NEWS

ALL ASHORE AT SALONIKI

The average length of a horse's life in actual service is short. The cost of transporting horses is enormous but the need for them is so great that the supply falls far short.



JUMBO, THE BURDEN-BEARER

No peanuts reward this faithful German servant at the end of a hard day's work. Peanuts are a circus by-product, and his life is no circus.

BROWN BROS.



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UP IN FRONT WITH THE BAND

Private William Goat of the Welsh Fusiliers should not be permitted to lead the march, because, as is plainly seen, he is only half in step. His hind feet are all right but he's all out of step in front, but the Tommies love him just the same.



FACH PHOTO NEWS

OWLS THAT DO TRENCH FIGHTING

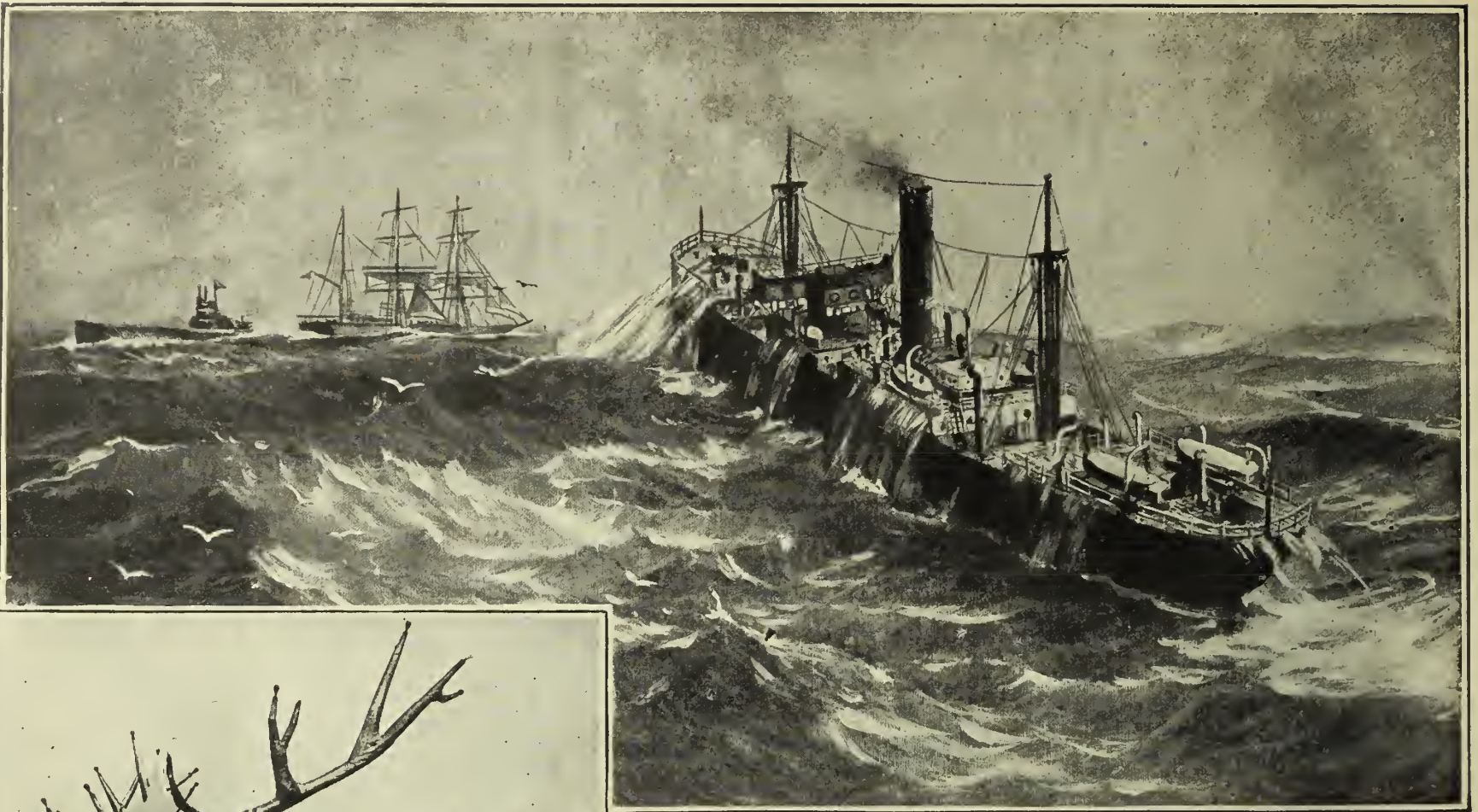
The French soldiers petted these owls in the daytime and disturbed their slumber. In return the owls made the soldiers' nights more comfortable by catching the rats in the trenches.



BROWN BROS.

EVEN THE CAMEL IS ENLISTED

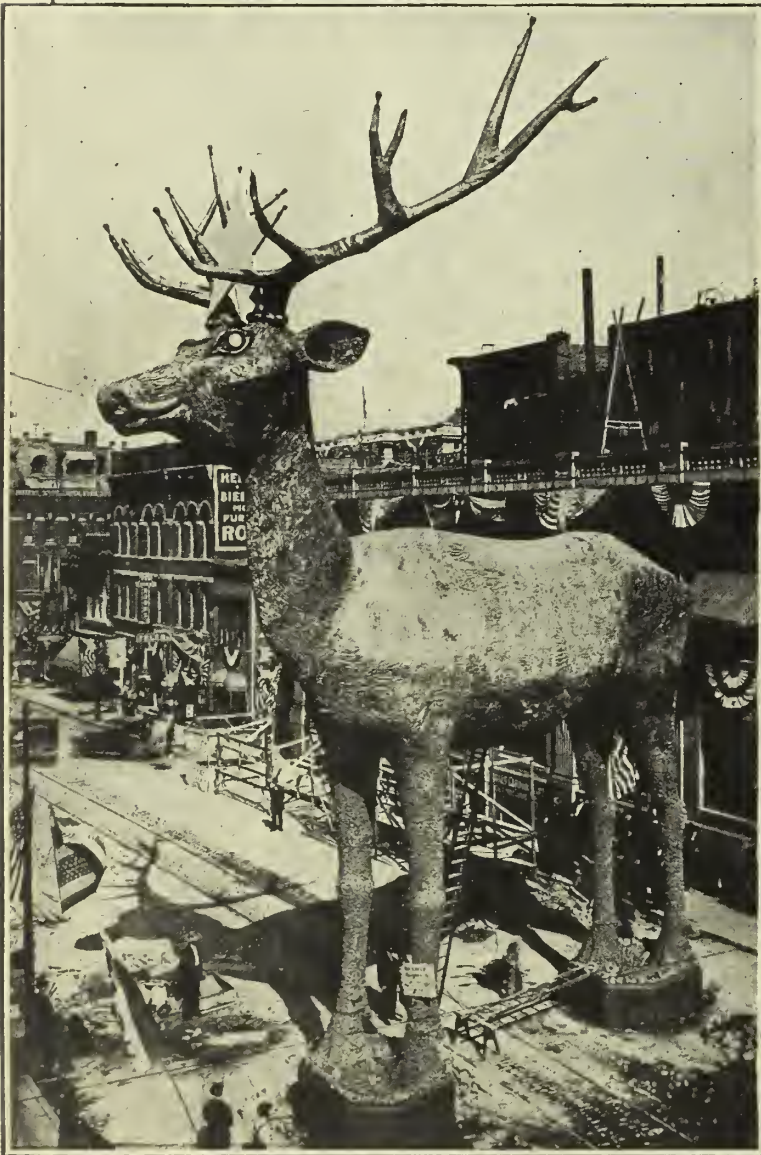
Fish, flesh, fowl and good red herring all have been pressed into service. Even the "Ship of the Desert" is doing war duty in Egypt. The native driver has been halted by an Australian guard on the banks of the Suez Canal.



FROM THE SPHERE, LONDON. COPYRIGHT IN U. S. BY N. Y. HERALD CO.

SIGHTED BY ITS VICTIM

A hostile submarine emerging from behind a neutral sailing vessel to attack a British cargo boat. This drawing by G. H. Davis depicts an actual happening, the submarine having managed cleverly to keep the sailing vessel between itself and its intended victim until the latter was within range.



BUTTE BUILDS BIGGEST ELK

OTT

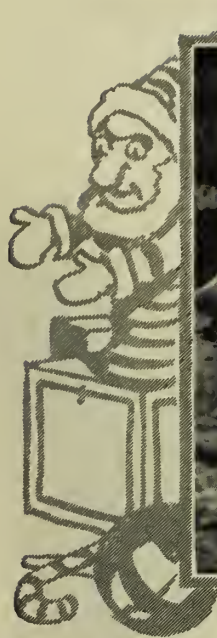
It is quite the proper thing to build a gigantic statue of an elk in the city that is to entertain a B. P. O. E. convention, but Butte, Mont., went all its predecessors one better, by far, by building the biggest one yet devised and by making it of a different material—high-grade copper ore. This elk was 65 feet high and spanned the main street. The State Convention of Elks was in session in Butte the first five days of July and had a magnificent reception from the citizens, famed even in the prodigal West for their open-handed hospitality.



KUBEL

MOBILE SWEEPED BY WIND AND WATER

A terrific hurricane swept the Gulf coast region and did much damage, Mobile, Ala., seeming to get the full fury of the storm. The wind drove the waters of the bay back on the city until some streets were submerged to a depth of 10 feet. The property loss is estimated at \$10,000,000 and about 50 people were killed along the coast. The photograph shows a street in Mobile after the water had subsided. Floods in the South Atlantic States did millions of damage July, 1916.



FOR 28 YEARS HE HAS BEEN SANTA CLAUS TO THE CHILDREN OF HIS TOWN

Twenty-eight years ago William Asher, of Freeport, Ill., found two boys who were too sure that Santa Claus would miss them to have any confidence in the old saint. Mr. Asher proved for them conclusively Santa's existence by arriving opportunely with bundles of gifts. Just to show how a habit of that kind may

grow on a man, Mr. Asher in 1916 distributed about 3,500 packages to the children of Freeport and the surrounding country. The cares of his self-assumed role do not seem to have impaired his health, but rather to have prospered him. The barrels, bags, pails and boxes are part of Mr. Asher's annual supply.

PROMOTES AMERICAN TRADE

C. M. Yang, appointed by the Ministry of Agriculture and Commerce of China as Commercial Commissioner to the United States, made the trip from Shanghai to the United States by the American steamer China, which is said to have the distinction of being the only ship flying the American flag and chiefly owned by Americans of Chinese origin.



HAS READ LESLIE'S FOR 61 YEARS

The man who writes letters to the paper and signs himself "Constant Reader" should hunt another nom de plume and leave that title to D. B. Hines of Omaha, Neb. In 61 years Mr. Hines has not been without good reading matter, as the picture shows. He still preserves the first issue of Leslie's, dated December 15, 1855, and he has read every succeeding issue. Mr. Hines is 67 years old.



OLDEST AND YOUNGEST SAILORS

They couldn't get home for Christmas, so Lloyd Cornell, aged 16, and James McCarthy, aged 61, went up to the White House to greet the President on Christmas Day. They claim to be the youngest and oldest seamen doing active service in the Atlantic fleet.



HE HAS INSPECTED 80,000,000 EGGS

In the 29 years Nathan Glass of Cleveland has been telling the past, present and future of eggs, about 80,000,000 have passed through his hands. He can tell when an egg was laid, how the egg has been preserved and whether it should be used or buried. He probably never had time to figure out that 80,000,000 eggs are 6,666,666 dozens, valued at \$4,999,999, nor how far 80,000,000 eggs would reach if laid end to end.



THESE WOMEN CAPTURED EVERY OFFICE IN THE TOWN FROM MAYOR TO MARSHAL

When election day, December 5th, dawned, Mayor E. E. Starcher, of Umatilla, Ore., Councilman C. G. Brownell, and the incumbents of the other municipal offices rose, cheerful in the calm confidence of re-election. When that day's sun set, the mayor had yielded his office to his wife who had beaten him at the polls; Mrs. C. G. Brownell had defeated her husband, and the offices of auditor and treasurer, as well as the council seats, had all gone to the women. Neither of the d-feated husbands knew his wife was running for office. The plan to capture the city had

its beginning in a little afternoon tea affair where it was unanimously agreed that Umatilla needed a business administration by people who would do more directing and less drifting. Mrs. Starcher (at the left) says that the new administration will be thoroughly business-like and her first appointment will be an energetic woman as marshal. The others in the group above are, left to right, Treasurer-elect Mrs. Robert Merrick; Councilwomen-elect, Mrs. Cyril G. Brownell, Mrs. Roy F. Paul, Mrs. Henry C. Means, and Recorder-elect, Mrs. Jack Cherry.



NINETEEN DIE IN HOSPITAL FIRE

CHESTERFIELD & MCLAREN

St. Elizabeth's Hospital, at Farnham, Que., was burned one evening in October, 1916, and six men, eight women and five children lost their lives. The photograph shows the ruins on the next morning. Several bodies were taken from the pile of debris in the foreground. There were 218 persons in the building when the fire started. It spread with frightful rapidity. One nun saved 45 children by handing them from a third floor balcony to firemen on ladders.



HAROLD EWING

HALF A MILLION WOMEN SWINDLED OUT OF DINES

The sacks in the photograph contain 70,000 letters, each enclosing a dime in payment for a \$4.50 "1917 Model" silk petticoat, offered on an endless chain scheme by a Minneapolis firm. The postoffice department decided the scheme was fraudulent and held up the mail. Half a million letters accumulated in the Minneapolis postoffice. Three hundred thousand bore return cards and were sent back. The 200,000 went to the Dead Letter office to be opened and returned if possible. It costs the government about 10 cents apiece to handle such letters. About \$70,000 a year accrues to the government from remittances contained in letters whose senders cannot be identified.



JANET M. CUMMING

A TRENCH ON THE SOMME TAKEN BY THE CANADIANS

Several battalions of Canadian troops have played a prominent part in the battle of the Somme, and have taken trenches with great spirit. One of these positions, battered to pieces by artillery, is here shown. The horror of the scene is enhanced by millions of flies that hover around and swarm over the dead. One of the hardest things to endure in the trenches in summer is the flies.



REUBEN

MYRIADS OF FLORIDA FISH KILLED BY GAS

During the first two weeks of October immense numbers of dead fish were cast up on the shores of the Gulf of Mexico in the vicinity of Boca Grande, Fla. Our correspondent writes that on October 3d the sea was covered with dead fish as far as the eye could see. These were mostly small fish. After two days the phenomenon ended, but on October 18th it began again, with increased violence. Many large fish were cast up dead. The jew fish in the photograph was estimated to weigh 300 pounds. Observers noticed the presence of an odorless but very irritant gas, which seemed to come from the waters of the gulf, and which probably killed the fish. At times the gas was noticeable half a mile inland. It caused a burning sensation in the throat and a violent headache. Local scientists believe that it originated in some subterranean convulsion of a volcanic nature.



CENTRAL NEWS PHOTO SERVICE

AEROPLANES SHOT DOWN BY CAPTAIN BOELCKE

Remains of the 31st and 32d aeroplanes shot down by the famous German aviator, Captain Boelcke, who was later killed in an encounter with a British airman. Before meeting his death Boelcke had destroyed 40 enemy aeroplanes. All the occupants but two were killed. Boelcke had been repeatedly decorated for his exploits and was the idol of the German aviation service. His record of enemy planes destroyed had not been approached by any other airman on either side.

N. Y. WORLD

PENSION FOR CAR DRIVER

The New York Railways Company has retired Thomas Donovan on a pension of \$29.85 a month for the rest of his life, in recognition of his 51 years of faithful service as driver of horse cars and motorman on electric cars. He is 71 years old. He says that in all his 51 years' service he never started upon his day's work without a prayer that his car would not kill any one. And it never did. This veteran has implicit faith in the efficacy of prayer.

WORKING FOR WOMEN

Miss Grace Joy Lewis, who was the first Chinese student to enroll in the domestic science course at the University of California, plans to return to China and open a college for women in Shanghai. She wants to teach Chinese women how to become good wives and mothers. She does not ignore the fact that they have a reputation of several thousand years' standing in that respect, but thinks there are many things they might learn from Western civilization.



HARRIS & EWING

FAIR DELEGATE FROM SALVADOR

Senorita Conchita Guirola, daughter of Dr. Rafael Guirola, of Salvador, attended the great Pan-American Conference at Washington as a delegate to the women's section. She was very popular in Washington and was much entertained. She is one of the belles of her country.



THE PRESIDENT ON HIS INTERRUPTED HONEYMOON

President Wilson felt compelled to cut short his honeymoon at Hot Springs, Va., and hurry back to Washington to take charge of the negotiations with Austria over the submarine attacks on merchant ships in the Medi-

terranean. At Hot Springs Mr. and Mrs. Wilson secluded themselves. Photographers were not allowed to approach them, but one man got this snap. The man behind the President and his wife is a secret service operative.

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INDICTED FOR CONSPIRACY TO RESTRAIN TRADE

The federal grand jury sitting in New York City returned indictments against several prominent labor leaders and others for violation of the Sherman law by conspiring to restrain trade through plots to cripple factories making munitions. The preliminary hearing of the accused was set for January 20th. Former Congressman H. Robert Fowler, of Illinois; Henry B. Martin and Her-

man Schulteis were arrested in Washington. They are shown with their counsel and others interested in the case. From left to right in front row: Congressman Robert P. Hill, of Illinois; Henry Davis, counsel for the indicted; H. Robert Fowler H. B. Martin and Herman Schulteis. U. S. Commissioner Taylor, whose court held the hearing of the accused, is the man with the beard.

HARRIS & EWING



BERNER

ASTOR MADE A PEER

William Waldorf Astor, born an American, but naturalized as a British subject in 1899, has been made a peer by King George. His benefactions, said to exceed \$5,000,000, were his claim to the honor. Mr. Astor is not the first American-born British lord. John Singleton Copley, born in Boston in 1772, became Lord Lyndhurst. Sir Thomas Shaughnessy, the Canadian railroad man later made a peer, was born in the United States.



TEXAS GIRLS TRAIN FOR WAR

B. C. UTCH

The Girls National Honor Guard held a camp at Lake Worth, near Ft. Worth, Texas, in August. The recruits numbered 150, and came from the best families of a score of Texas cities. Lieutenant W. H. Henderson, U. S. A., was detailed to drill the girls, but they did all their own work, even to putting up the tents, as shown in the photograph. Owing to the failure of the tents to arrive on time the girls had to sleep in the open air for two nights.



HIGGINS

SCORES BURNED BY BLAZING GASOLINE

Burning oil tank at Charles City, Ia., where, in August, 1916, three people were killed, 10 maimed for life and more than 100 severely burned by the explosion of 1,000 gallons of gasoline. The fire started from an engine used to pump oil from cars to the Standard Oil Company's storage tanks. It spread to the gasoline tank, which exploded, sending a column of burning liquid to a height estimated at three-quarters of a mile, which spread out in mushroom shape and fell over a circle of a mile in diameter, raining death and injury on a large crowd of spectators. Many people were trampled in the wild rush to escape.



TOPEKA, KANSAS, HAS A DOLL PARADE

CHYER

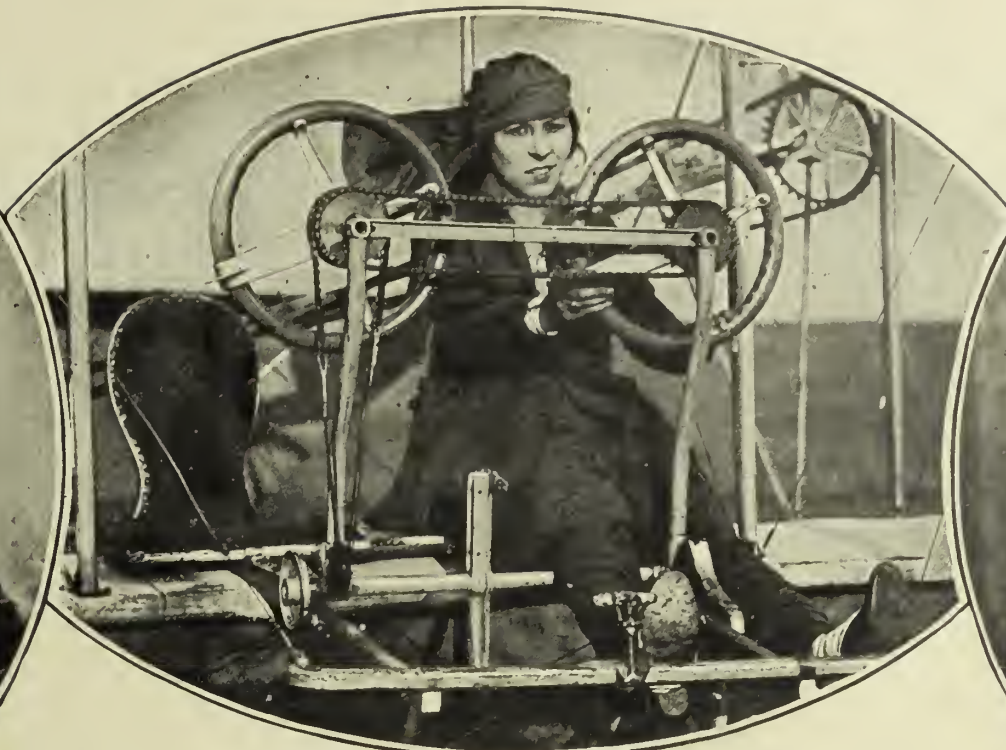
Out in Topeka, where the people are nothing if not progressive, the public play grounds are being popularized by means of an annual doll parade. Prizes are offered for the prettiest, best-dressed, oddest and best home-

made dolls. At the 1916 parade one public school had a float of dolls all made of peanuts. Five hundred children marched in the parade through the capitol grounds and thousands of spectators were present.



EMPERESS EUGENIE ACTIVE AT NINETY

Emperess Eugenie, once the most beautiful woman in France, and who is shown in the photograph above in the full bloom of her mature beauty, in 1916 passed her 90th birthday and is still active and takes a deep interest in the war, in which France, of which she was once empress, and England, which gave her a home after the downfall of Napoleon III, have so much at stake. She has converted a part of her beautiful home, Farnborough, Hampshire, into a hospital for wounded officers. The empress is described as the "most independent woman of 90 in Europe," being disinclined to depend upon the energies of her attendants and friends. Her correspondence is large and she answers it in a clear, firm hand.



HOPES TO FLY TO HER HUSBAND

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Mrs. Waldo Pierce, who took and passed the examination for an aviator's license, and hoped to fly in France, where she went to join her husband there with the American ambulance corps. Miss Harriet Quimby, of *Leslie's* editorial staff, whose tragic death at Boston, Mass., in 1912, shocked the world, was the first American woman licensed to fly a monoplane.



KAPENISK

SAW CZAR'S TROOPS IN ACTION

Lucian Swift Kirtland, staff correspondent for *Leslie's*, who, in 1916, returned from Russia, where he was one of three foreign correspondents to get permission to visit the Russian front that summer—the other two permits going to London *Times* men. He traveled along the front of General Kuropatkin's armies, from Dwinsk to Riga, and was everywhere shown the greatest courtesy. The officers told him that he was the first foreign correspondent to visit that front since the war began.



HAYWARD

BIRTHDAYS ARE BUNCHED

George C. Young, twice mayor of Cumberland, Md., and his son and daughter were all born on the same day of the month, July 28th. George McAlpine Young is three years old and his sister, Jane King, one year old.



FEDERATED PRESS

"THE INFANT SKY PILOT"

That is what the men of the Fourth Ohio National Guard Regiment call the Rev. Avery G. Clinger, their chaplain, because he is only 28 years old. It is claimed he is the youngest chaplain in the service. He comes of a fighting family and enlisted as a private.



THIS JUDGE WALKED 100 MILES

ROEHL

The Hon. Joseph W. Woodrough, United States District judge, knows the joys of the open road. In 1916 he walked from his home at Seymour Lake, near Omaha, to North Platte, Neb., a distance of 100 miles, to hold court. With Carl Roehmer (to the right in the picture) for a companion the judge made the trip in three days. After holding court for a week he took a trip by train to San Francisco.

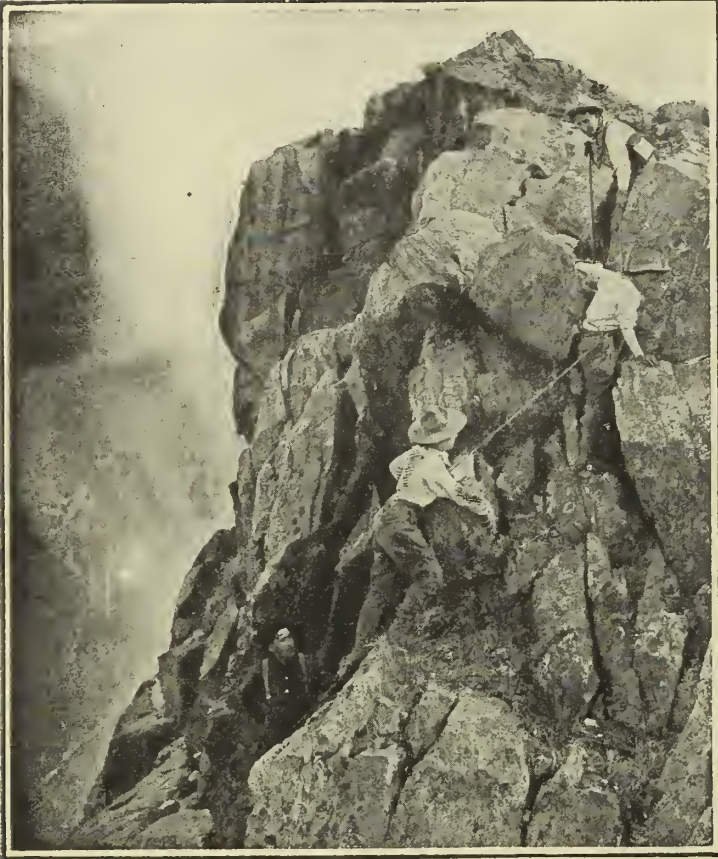


CHAPIN

JUSTICE ANDREWS TAKING HIS MORNING RIDE

Former Chief Justice Charles Andrews, of the New York Court of Appeals, still goes every morning for a ride on his favorite horse—a custom that he has continued since 1876. He was 89 years old on May 17, 1916, retains his interest in outdoor sports and is an enthusiastic fisherman. His home is in Syracuse, of which place he is the most distinguished citizen.

AMERICA, THE WORLD'S



COURTESY CANADIAN PACIFIC RAILWAY

WHY GO TO THE ALPS?

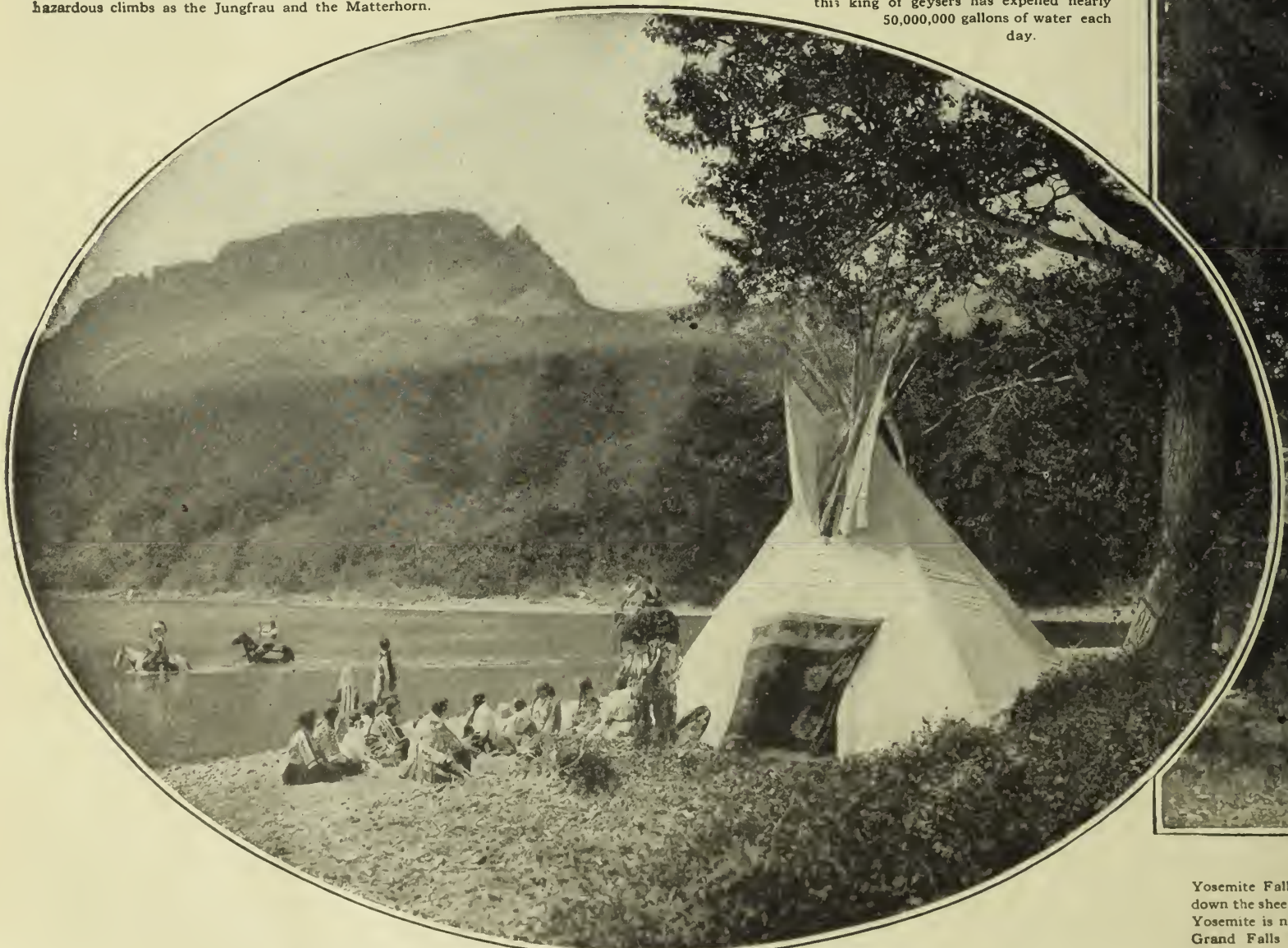
Scaling the dizzy heights of the Canadian Rockies near Glacier, B. C., under the direction of experienced Swiss guides. Surely nothing in Switzerland can surpass for grandeur the rugged, towering peaks of the great western range of North American mountains, which offer as precipitous and hazardous climbs as the Jungfrau and the Matterhorn.



HAYNES

ONE OF YELLOWSTONE'S MARVELS

Perhaps the most renowned of its kind in the world is Old Faithful Geyser, in Yellowstone Park, whose performances, with scarcely a variation, are mysteriously timed by Nature to one eruption every 65 minutes. Night and day throughout the ages this king of geysers has expelled nearly 50,000,000 gallons of water each day.

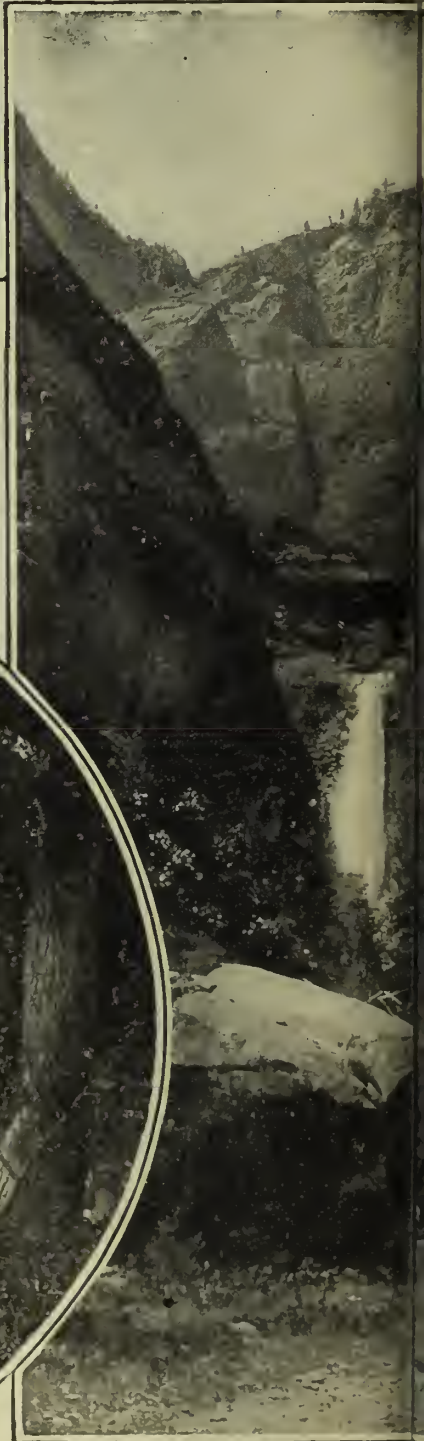


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ONE NEVER THINKS OF GLACIER PARK WITHOUT INDIANS

Blackfoot Indian chiefs fording beautiful St. Mary's River in Glacier Park. There is something unique in the topography of Glacier Park, something that sets it distinctly apart from other sections of the country. It is a region of mountains and glaciers. Nearly 100 mountain peaks ranging from 7,000 to over 10,000 feet

high are generally accessible to tourists, although there are hundreds of unscaled peaks still awaiting the venturesome explorer. The park contains more glaciers than any other area in the world of equal size. Within its confines, there are no less than 80 of these great ice masses from which the park derives its name.



THE WORLD'S GREAT

Yosemite Falls, Yosemite National Park
down the sheer, precipitous rock walls, tum
Yosemite is nearly 500 feet higher than
Grand Falls of Labrador, 2,000 feet h
Zealand, with a height

GREATEST WONDERLAND

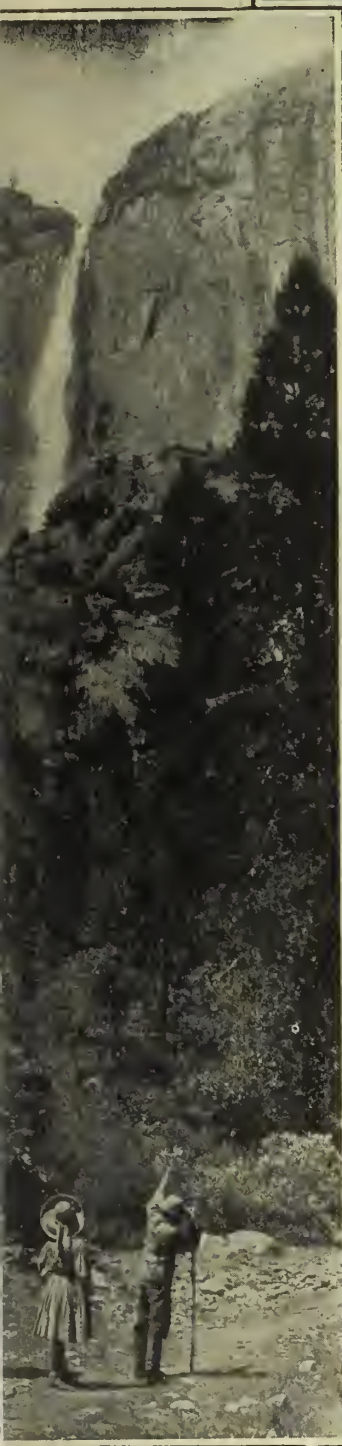
ty wonders have been
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In no other part of
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THE EARTH'S GREATEST NATURAL WONDER

The sublime Grand Canyon of the Colorado River in Arizona has no counterpart on earth. Perhaps no single natural feature of the world has been the source of more scientific study than this great cleft in the earth's surface more than a mile deep and from two to fifteen miles wide, worn through earth, rock

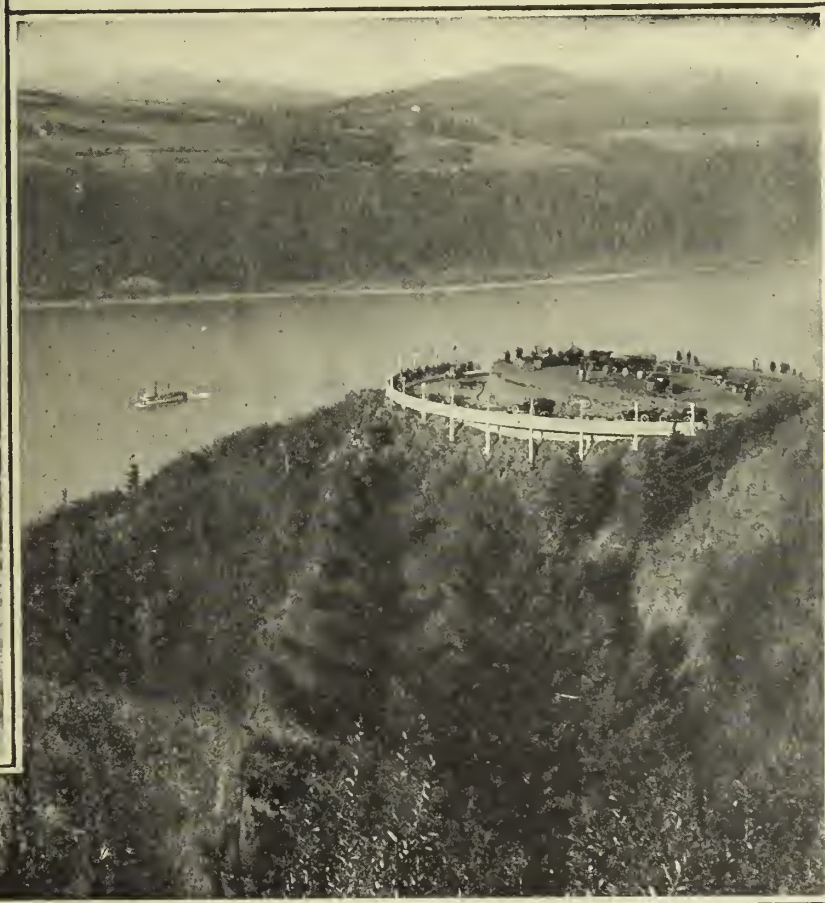
and lava by the erosive power of the rushing, mighty stream, which from the top of the canyon appears a mere ribbon, although it is several hundred feet wide. Many watch it with tear-dimmed eyes; others, spellbound, feel the supreme presence of the Almighty on beholding this, the world's sublimest spectacle.



COURTESY SANTA FE RAILROAD

WATERFALL

ornia, which in its three leaps
distance of almost half a mile.
orld's next highest waterfalls,
nd Sutherland Falls in New
t, 904 feet.



GATFORD

MAN AIDING NATURE'S HANDIWORK

Crown Point, Columbia River Highway, to be dedicated on June 7th. The highway here takes a turn 700 feet above the Columbia River and then drops 500 feet in two miles. The first 40 miles of the new roadway, which is over 300 miles long and entirely in the State of Oregon, extending from the mouth of the Columbia to Dalles, cost \$2,000,000. The highway was built by local appropriation, State aid and popular subscription.



CURTIS & MILLER

CAN NORWAY SURPASS THIS?

Intrepid tourists looking down into one of the yawning crevasses of Paradise Glacier in Mount Rainier National Park, Washington, 100 square miles of which are occupied by Mt. Rainier, the second highest peak in the United States. Its glacial area, over 45 square miles in extent, including 18 or 20 separate glaciers, exceeds that of any other peak in the country.

WAR'S HUMAN WRECKS

CARING FOR THE WOUNDED IN THE GREAT EUROPEAN CONFLICT

BY DR. WILLIAM ALDERSON

EDITOR'S NOTE.—This is one of a noted writer's moving tales of experience in the world war. Dr. Alderson acquired personal knowledge of the situation by many months' service in the medical corps at the front and he tells his story with rare skill.

It was a rain-soaked note, written on a scrap of paper evidently torn from a note-book, that the motorcycle orderly handed me. Written in all formality it merely requested that, if not putting me to much trouble, would it be possible to send ambulances to Zuydschoote for the purpose of bringing in some wounded. The appeal was in the closing lines: "We have suffered much!" The note was signed by the Commandant of the French Marines, beloved by officers and men alike, and I knew that his need must be great.

To get to Zuydschoote from Elverdinghe a winding road through fields and farms had to be taken. The village was a typical Belgian settlement; just one street with, perhaps, two-score houses on it; a church, post-office and half a dozen *estaminets* (little cafés). Now, all that is left is a portion of the church tower and one wall, fragments of the walls of less than a dozen of the houses and the rest—merely heaps of bricks and stones.

THEY DID THEIR FULL DUTY

The marines were a division of the Ninth French Army, to which at that time I was attached. They had been ordered into Zuydschoote and told to hold it, and they did their duty. Two thousand of them went into that village and a week later less than 500 were able to march out of it. The balance were either buried in the fields or were on their way to hospitals in the south of France—maimed for life. They were not the regular "handy men" either. They were reserve men—fishermen, longshoremen and such from the ports of southern France who had served their time in the navy. Mostly of middle age and older, they had none of the rash enthusiasm of youth. They were settled in their little seaside occupations when the call came. When the ambulances went up in the early dawn for their wounded there was always a score from the trenches who had fistfuls of letters and postal cards to send back to the base—and 95 per cent. of them were addressed to "Bon Femme" or "Ma Famille." Seven ambulances and a wagon, all, of course, motors, were all we had at Woesten (three miles from Zuydschoote) when the call came. While the orderly was having a cup of hot coffee a call was issued for volunteers. All responded and the drivers were picked—this causing much dissatisfaction among those left.

A THRILLING RIDE

As it happened, the driver of No. 13 Ambulance knew the road best, having been over it with me several times. So I elected that he should lead the procession with me beside him on the front seat. No lights could be used and a knowledge of the shell holes—some of them four feet deep in places—was necessary. It is needless to say that it was raining. In addition there was a cold wind and the roads were knee deep in mud. From Woesten to Elverdinghe there "was nothing to report." It was merely a case of dodging regiments going in and out—slipping past ammunition trains hurrying to the insatiable guns—crowding into the ditch as a car driven by a wild Parisian

chauffeur dashed past bearing staff officers to the front—and stopping now and then an incoming convoy of horse-driven ambulances to ask "how is it up there?" At last into Elverdinghe—and the tide of traffic swings off to the right toward Ypres. We are bound the other way, where the marines are holding the line. A warning to the drivers and orderlies not to strike a light and to put out all cigarettes, and we turned to the left and were out on the road to Zuydschoote.

We cannot take the main road through Boesinghe (where the first big gas attack came later and where Canada gave her best to save the Empire) because the road is being shelled and we would be in view of the enemy trenches when the star shells broke, so we must take our way by a winding road through the fields. A foot deviation on either side—and there's a two-foot drop into a ditch. I had to remember where the shell holes were and I was bound not to show hesitation or fear—for that's the officer's part! Came a period of running ahead and throwing a small flashlight on the edge of the shell holes. "Twenty-two's in the ditch, sir," was the next thing. "Tell him to get in further so that the other cars can get past and then make his best way out," is the reply.

THE HORRORS OF WAR

Past an old farmhouse and mill—now in ruins—and then the shells start falling along the road. The Germans evidently think that a regiment is coming in to relieve



WAR'S LIFE-SAVERS AT WORK

French ambulance corps removing some of the wounded from the bloody battlefield of the Yser.



UNDERWOOD & UNDERWOOD

FIRST AID TO THE INJURED

A wounded Belgian being carried away on his rifle from the fighting line at Lebbeke.

the marines and, just for fun, are dropping shells at fifteen-minute intervals. None strike us, but a green driver gets

nervous and there's another car in the ditch! Another swing to the left and we are in Zuydschoote. Under the light of the star shells we see the stretch of ruined houses and, on the left, the wall of the church with the fragments of its tower. In front was the cross with the Christ on it bending his gaze on the ruin and desolation of "civilized" warfare. Just as we get in, a double battery of the famous "Soixante-quinze" opens up. They are just behind the village and along the road which parallels the German trenches. The "Crash! Crash!" of the guns; the whine of the shells overhead and the flashes as the guns explode are not calculated to soothe the nerves.

"How many, Monsieur Commandante?"

"Too many, Monsieur Doctor. My children have suffered heavily and we will need many times the ambulances you have."

They had indeed suffered heavily. They had been told to attack, with the object of another division making the real attack further up the line. They obeyed orders—and suffered accordingly. For the whole night the ambulances went back and along that shell-shattered road and before morning nearly a thousand marines were taken to aid posts where they obtained the service it was impossible to give them in the trenches. Back at the "Poste de Secours" at Woesten and Oostvleteren the marines were cared for. Some were operated on immediately, for their wounds admitted of no delay. The rest waited for the ambulance train which ran along by the roadside and took to Dunkirk those whose wounds allowed removal. In box cars, in cattle trucks (the sign was on them all "eight horses or twenty men"), in converted passenger cars, they went back to the towns whence they came—but behind them they left an equal number of their comrades who would nevermore see the busy quays of Marseilles, Havre or Boulogne.

Next day the Chasseur Alpines and the hussars relieved what was left of the marines. The Commandant held in his hand a list of those who had given their lives or bodies for their country and as he turned to leave said:

"Of all my children there are not fifty left uninjured. We held our place—but for what? How will that satisfy their wives and children?"

And there was no answer I could make.

RED-TAPE'S EVIL WORK

This was during the terrible winter of 1914-1915; terrible because there was such a lack of proper ambulances where they were needed—at the front. Big-hearted people of England and America had given hundreds of ambulances, perfectly appointed, to the Allied forces. But red-tape—always dear to the official mind—held them in Paris, Boulogne, Calais and Dunkirk. Meanwhile, the men who were smashed and torn at the Yser and Ypres were carted in horse-drawn vehicles over shell-torn and muddy roads, taking hours to transport a few wounded where later the motor ambulances hurried hundreds to safety and life in a few minutes. Later on the policy of the governments was changed to such an extent that the donated ambulances were taken over by the forces and placed in charge of units of the regular troops. It still remains the policy of the Allied armies, however, that volunteer civilians shall not get near the firing-line and today there are but two such organizations on the front—one a unit of Quakers attached to the British army, which also does ambulance work with the French and Belgians, and the American Ambulance which supplies cars and drivers to transport wounded for the French in Belgium and the Aisne district. The service rendered by these two beneficent organizations is most efficient and has been highly commended by those who have witnessed it.



UNDERWOOD & UNDERWOOD

WAITING FOR STRICKEN PASSENGERS

Motor ambulances stationed at a devastated farm in the rear of the trenches, somewhere in the western war zone. A summons to carry away scores of wounded may come at any moment.

ARE WE ALL GOING TO FLY?

BY CHARLTON BATES STRAYER



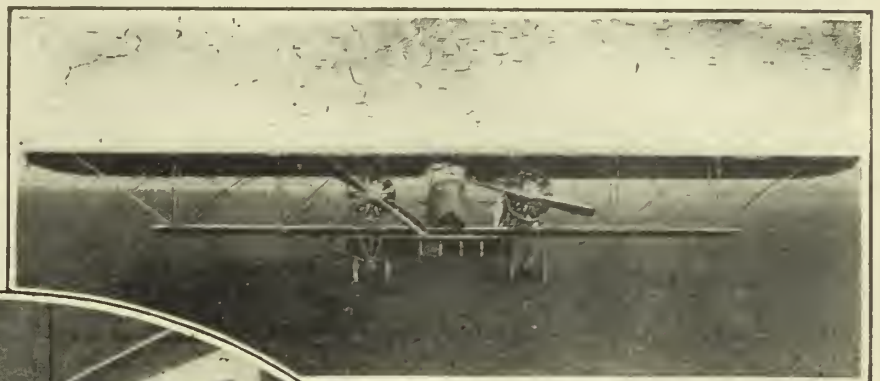
AMERICAN AEROPLANES FOR EUROPEAN BATTLEFIELDS

New machines being tried out at Hammondsport, where many of the flying machines for the Allied armies are built.



A TRACTOR FLYING BOAT

Built for Harold F. McCormick, an enthusiastic amateur aviator. It is predicted that within a few years aviation will be a general sport.



A RECENT BRITISH WAR PLANE

This plane was built at Hendon for the army and is shown ready for its trial trips. It is one of the latest models of army machine.



AEROPLANE SHOPS ARE THE BUSIEST OF OUR INDUSTRIES

A shop where the small fittings are made for one of the big factories. Hundreds of airships of all sizes are being made every month in American factories—and they all go to Europe.



MISS HARRIET QUIMBY

In her biplane, ready for a flight. Miss Quimby was the first woman to fly alone across the English Channel.

THE conquest of the air is the greatest material achievement in the world's history. With such amazing swiftness has the art of flying advanced during the past decade that in forecasting the near future the imagination must be enlisted. It is not idle to say that in a few years the aeroplane will be as commonly used as the automobile is now. In the rapidity of its development, and in a far more difficult field at that, the aeroplane has fairly run away from the automobile. This progress is largely the result of the war. A few years ago, a flight across the English Channel was an amazing feat, the aeroplane was the helpless victim of every fickle gust of wind, while the flight of an hour with a passenger aboard made a thriller for the headlines. The memorable trip across the channel by Miss Harriet Quimby of LESLIE's staff, in 1912, the first channel flight by a woman alone, has not yet been duplicated.

"Less than a decade ago," says Señor Santos-Dumont, the Brazilian aviator and scientist, "my aeroplane was considered a marvel. In this machine, in which there was room for only one person, I used a 20-horsepower motor. My record flight was 12 miles, and I could carry only enough gasoline to fly three-quarters of an hour." Today aeroplanes can carry 30 passengers, can fly over 24 hours without alighting, have ascended practically five miles, and between sunrise and sunset have traveled 1,300 miles. "We no longer," says M. Dumont, "fear wind or weather. The modern machine can brave any gale, and fly through a storm of any velocity. It can travel over mountains, forests and seas. The atmosphere is its ocean, and its ports are everywhere."

Centuries ago Themistocles said: "He who commands the seas commands all." This Rear Admiral Robert E. Peary has amended to read: "He who commands the air commands all." Britain's command of the sea has given her the whip hand in this war, but the next great war will be fought in the air, and no man dare predict the outcome, even in this war, should the British and German fleets clash, with a fringe of submarines in the van of the attack, while Zeppelins and aeroplanes fill the sky overhead and rain destruction on the boats below.

The first aeroplane flight was made in this country, and it is a matter of regret that we did not follow up the

epoch-making achievements of the Wright Brothers. The genius of France then took hold of the idea and in a masterly manner led in its development, while the necessity of war has stimulated as great progress in 20 months as would have taken 20 years in time of peace. The United States is lamentably deficient both in the peaceful use of aeroplanes and in their employment for defensive purposes. The *Wall Street Journal* is authority for the statement that we are shipping as many aeroplanes to Europe every day as the whole United States army has in commission. The published estimates of the War and Navy Departments for next year call for less than 100 aeroplanes at a cost of \$2,000,000. The minimum number should be 2,000 and an expenditure of \$10,000,000 would still leave us behind Japan, the Netherlands and even Spain in aeronautical equipment. If we spent \$25,000,000, England, France, Germany and Russia would yet be ahead of us. We sent only two aeroplanes to the Mexican border because we had no more to spare. The navy must ever be the first line of defense of a country having so extensive a coast line as the United States, but we need the aeroplane picket to provide, as Admiral Peary says, "a national burglar alarm around the entire country."

The peaceful uses of the aeroplane are just as significant as those of defense. An aerial coast patrol would be a most valuable adjunct to the existing coast guard. The utilization of the aeroplane in the mail service offers unlimited possibilities. The thousands of aviators so employed would constitute an auxiliary for defense in time of war. The day ought not to be far distant when air lines shall connect North and South America. Claude Grahame-White predicts that in 20 years giant aeroplanes making 200 miles an hour will speed from New York to London in 15 hours. The next step will be around-the-world trips by air.

While all this is developing, the local uses of the aeroplane will increase correspondingly. In ten years the flying machine will be as common as the automobile to-day. Far-seeing automobile makers will soon be turning to the aeroplane, one of the largest concerns having already purchased a trying-out ground for flying machines. Travel in the future is to be through the air.

FIELD WORK OF THE Y. M. C. A.



TWENTY THOUSAND SOLDIERS IN CAMP NEAR SAN ANTONIO

Panoramic view of a part of Camp Wilson, where militiamen were soon transformed into trained soldiers. Here the Y. M. C. A. had four headquarters buildings, only one of which is shown in the photograph. It stands to the extreme left, near the top of the picture, and was exclusively

for the use of the Eighth Illinois regiment (colored). The headquarters buildings were in charge of secretaries, the average number to a building being five. The soldiers were supplied with reading and writing material and amusements.



TEMPORARY HEADQUARTERS

As soon as the various camps were opened along the border the Y. M. C. A. put up tents to serve as headquarters until wooden structures could be erected. The tent here shown was at Camp Wilson, but similar ones were up within 24 hours after the soldiers got on the ground in every camp along the border. The enthusiasm of the army officers for the work of the Y. M. C. A. was boundless and every facility was given the secretaries.



AN ALL-DAY CHURCH

The Methodist church at McAllen, Tex., which is kept open all day and evening and is provided with reading matter, writing materials and a piano. The soldiers flocked to it from the start and the genial Y. M. C. A. secretaries made them feel at home. Funds for this splendid work are contributed by those who want to do something really valuable to the men who have sacrificed so much for their country.



RUSHING UP A BUILDING

This shows the approved type of Y. M. C. A. headquarters under construction. The floor space is 40 by 80 feet and the building is 10 feet high at the eaves and 20 feet at the ridgepole. The sides are boarded up to a height of four feet. Above this is an open space of three feet covered with wire netting to keep out insects. The windows between the upper and lower roofs provide additional ventilation. Along both sides of the building are writing tables and benches. Books, magazines and newspapers are on tables in the middle of the room and space is provided at the end of the building for meetings. Pens, paper, ink and postage stamps were furnished free to soldiers, and chess, checkers, dominoes and similar games were provided. The most popular feature, however, was the ice water barrell. Graphophones and motion picture machines furnished amusement. Among the larger contributors to the work were the Rockefeller Foundation, \$50,000; Cleveland H. Dodge, \$10,000; William Sloane, \$10,000; H. S. Harkness, \$10,000; Mrs. Finley G. Shepard, \$10,000; George W. Perkins, Mrs. Russell Sage and H. H. Scoville, each \$5,000.



WHAT THE ASSOCIATION PREVENTS

A soldier being placed in a Pullman car for transport to a base hospital. He has been wounded, but in a no more glorious cause than a saloon fight. By furnishing amusement and social facilities for the men the Y. M. C. A. keeps them out of objectionable resorts.



SECRETARIES LABOR WITH HAMMER AND SAW

W. W. Gethmann, W. W. Kirkland and Fred Thomas at work on headquarters for the First Illinois cavalry. The Y. M. C. A. erected 40 of these buildings. The work was handled by the International Committee, Y. M. C. A., 124 East 28th Street, New York.

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